

In the opinion of Kutak Rock LLP, Bond Counsel to the Department, under existing laws, regulations, rulings and judicial decisions and assuming the accuracy of certain representations and continuing compliance with certain covenants, interest on the Series 2018B Senior Bonds is excluded from gross income for federal income tax purposes, except for interest on any Series 2018B Senior Bond for any period during which such Series 2018B Senior Bond is held by a “substantial user” of the facilities refinanced by the Series 2018B Senior Bonds, or a “related person” within the meaning of Section 147(a) of the Internal Revenue Code of 1986, as amended (“Code”). Bond Counsel is further of the opinion that interest on the Series 2018B Senior Bonds constitutes an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals, and for taxable years beginning before January 1, 2018, on corporations, by the Code. Bond Counsel notes that no federal alternative minimum tax applies to corporations for taxable years beginning on and after January 1, 2018. Bond Counsel is further of the opinion that interest on the Series 2018B Senior Bonds is exempt from present State of California personal income taxes. See “TAX MATTERS” herein.



\$226,500,000
DEPARTMENT OF AIRPORTS
OF THE CITY OF LOS ANGELES, CALIFORNIA
LOS ANGELES INTERNATIONAL AIRPORT
Senior Refunding Revenue Bonds
2018 Series B
(AMT)

**Dated: Date of Delivery****Due: May 15, as shown on the inside cover**

The Los Angeles International Airport, Senior Refunding Revenue Bonds, 2018 Series B (the “Series 2018B Senior Bonds”) of the Department of Airports of the City of Los Angeles (the “Department”) are being issued as described herein. Capitalized terms not defined on the cover of this Official Statement shall have the meanings ascribed to them in this Official Statement.

The Series 2018B Senior Bonds are being issued to (i) refund and defease a portion of the Department’s outstanding Los Angeles International Airport, Senior Revenue Bonds, 2008 Series A to realize debt service savings, and (ii) pay costs of issuance of the Series 2018B Senior Bonds. See “PLAN OF REFUNDING.”

The Series 2018B Senior Bonds are limited obligations of the Department payable solely from and secured solely by (i) a pledge of Net Pledged Revenues and (ii) certain funds and accounts held by the Senior Trustee. The Series 2018B Senior Bonds are being issued on parity with the Existing Senior Bonds. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS.”

The Series 2018B Senior Bonds do not constitute or evidence an indebtedness of the City of Los Angeles (the “City”) or a lien or charge on any property or the general revenues of the City. Neither the faith and the credit nor the taxing power of the City, the State of California or any public agency, other than the Department, to the extent described herein, is pledged to the payment of the principal of or interest on the Series 2018B Senior Bonds. The Department has no power of taxation. The Series 2018B Senior Bonds constitute and evidence an obligation of the Department payable only in accordance with Section 609(b) of the City Charter and any other applicable provisions thereof. None of the properties of the Airport System is subject to any mortgage or other lien for the benefit of the owners of the Series 2018B Senior Bonds. The Department is under no obligation to pay the Series 2018B Senior Bonds, except from funds in the LAX Revenue Account of the Airport Revenue Fund and as further specifically provided in the Senior Indenture.

Interest on the Series 2018B Senior Bonds will be payable on each May 15 and November 15, commencing November 15, 2018. The Series 2018B Senior Bonds are being issued only as fully registered bonds in the name of Cede & Co., as nominee of The Depository Trust Company (“DTC”), and will be available in authorized denominations of \$5,000 and integral multiples thereof. The Series 2018B Senior Bonds initially are being issued and delivered in book-entry form only.

The Series 2018B Senior Bonds are subject to optional redemption prior to maturity as described in this Official Statement. See “DESCRIPTION OF THE SERIES 2018B SENIOR BONDS – Redemption Provisions.”

The Series 2018B Senior Bonds are offered when, as and if issued by the Department, subject to the approval of validity by Kutak Rock LLP, Bond Counsel to the Department, and certain other conditions. Certain legal matters will be passed upon for the Department by Michael N. Feuer, City Attorney of the City. Polsinelli LLP serves as Disclosure Counsel to the Department. Certain legal matters will be passed upon for the Underwriters by their counsel, Stradling Yocca Carlson & Rauth, a Professional Corporation. Public Resources Advisory Group and Frasca & Associates, LLC serve as Co-Financial Advisors to the Department. It is expected that the delivery of the Series 2018B Senior Bonds will be made through DTC on or about April 12, 2018.

Ramirez & Co., Inc.

Citigroup**The Williams Capital Group, L.P.**

MATURITY DATES, PRINCIPAL AMOUNTS, INTEREST RATES, YIELDS, PRICES AND CUSIP[†] NUMBERS

\$226,500,000
DEPARTMENT OF AIRPORTS
OF THE CITY OF LOS ANGELES, CALIFORNIA
LOS ANGELES INTERNATIONAL AIRPORT
Senior Refunding Revenue Bonds
2018 Series B
(AMT)

Maturity Date (May 15)	Principal Amount	Interest Rate	Yield	Price	CUSIP [†] No. (544445)
2024	\$ 16,580,000	5.000%	2.400%	114.651	EU9
2025	17,670,000	5.000	2.530	115.940	EV7
2026	18,560,000	5.000	2.680	116.773	EW5
2027	19,485,000	5.000	2.810	117.460	EX3
2028	8,120,000	5.000	2.920	118.064	EY1
2029	21,525,000	5.000	2.970	117.586 ^C	EZ8
2030	22,605,000	5.000	3.020	117.110 ^C	FA2
2031	23,615,000	5.000	3.070	116.637 ^C	FB0
2032	24,920,000	5.000	3.100	116.354 ^C	FC8
2033	26,170,000	5.000	3.140	115.977 ^C	FD6
2034	27,250,000	5.000	3.170	115.696 ^C	FE4

[†] Copyright 2018, American Bankers Association. CUSIP® is a registered trademark of the American Bankers Association. CUSIP data in this Official Statement is provided by CUSIP Global Services (CGS), operated on behalf of the American Bankers Association by S&P Global Market Intelligence. This information is not intended to create a database and does not serve in any way as a substitute for the GCS database. CUSIP numbers have been assigned by an independent company not affiliated with the Department or the Underwriters and are included solely for the convenience of the registered owners of the applicable bonds. None of the Underwriters, the Financial Advisors or the Department is responsible for the selection or use of these CUSIP numbers and no representation is made as to their correctness on the applicable bonds or as included in this Official Statement. The CUSIP number for a specific maturity is subject to being changed after the issuance of the bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors that is applicable to all or a portion of certain maturities of the bonds.

^C Priced to May 15, 2028, the first date the Series 2018B Senior Bonds can be redeemed at par.

No dealer, broker, salesperson or other person has been authorized by the Department to give any information or to make any representation, other than those contained herein, and if given or made, such other information or representation must not be relied upon as having been authorized by the Department. This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy, nor shall there be any sale of the Series 2018B Senior Bonds in any jurisdiction in which it is unlawful to make such offer, solicitation or sale.

The Series 2018B Senior Bonds are not subject to the registration requirements of the Securities Act of 1933, as amended, and the Senior Indenture is exempt from qualification pursuant to the Trust Indenture Act of 1939, as amended.

This Official Statement is not to be construed as a contract with the purchasers of the Series 2018B Senior Bonds. The information and expressions of opinions herein are subject to change without notice and neither the delivery of this Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the Department since the date hereof.

The Underwriters have provided the following sentence for inclusion in this Official Statement. The Underwriters have reviewed the information in this Official Statement in accordance with, and as part of, their responsibilities under federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information.

In connection with the offering of the Series 2018B Senior Bonds, the Underwriters may over-allot or effect transactions that may stabilize or maintain the market price of such Series 2018B Senior Bonds at a level above that which might otherwise prevail in the open market. Such stabilizing, if commenced, may be discontinued at any time.

The Department undertakes no responsibility for and makes no representations as to the accuracy or completeness of the content of materials contained on the websites referenced in this Official Statement, including but not limited to, updates of such information or links to other Internet sites accessed through such websites. Any information contained on such websites that is inconsistent with the information set forth in this Official Statement should be disregarded. No information contained on such websites is a part of or incorporated into this Official Statement except as expressly noted.

CITY OF LOS ANGELES OFFICIALS

Eric Garcetti, Mayor
Michael N. Feuer, City Attorney
Ron Galperin, City Controller
Richard H. Llewellyn, Jr., City Administrative Officer
Claire Bartels, Director of Finance and City Treasurer
Holly L. Wolcott, City Clerk

CITY COUNCIL

Gilbert Cedillo (District 1)	Nury Martinez (District 6)	Mike Bonin (District 11)
Paul Krekorian (District 2)	Monica Rodriguez (District 7)	Mitchell Englander (District 12)
Bob Blumenfield (District 3)	Marqueece Harris-Dawson (District 8)	Mitch O'Farrell (District 13)
David E. Ryu (District 4)	Curran D. Price, Jr. (District 9)	José Huizar (District 14)
Paul Koretz (District 5)	Herb J. Wesson, Jr. (District 10)	Joe Buscaino (District 15)

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Sean O. Burton, President	
Valeria C. Velasco, Vice President	Beatrice C. Hsu, Commissioner
Gabriel L. Eshaghian, Commissioner	Thomas S. Sayles, Commissioner
Jeffery J. Daar, Commissioner	Cynthia A. Telles, Commissioner

LOS ANGELES WORLD AIRPORTS STAFF

Deborah Flint, Chief Executive Officer
Debbie Bowers, Deputy Executive Director, Commercial Development¹
Trevor Daley, Deputy Executive Director and Chief External Affairs Officer
Patrick M. Gannon, Deputy Executive Director, Homeland Security and Law Enforcement
Robert Gilbert, Chief Development Officer
Samson Mengistu, Chief Operating Officer
Ryan Yakubik, Deputy Executive Director, Chief Financial Officer
Samantha Bricker, Deputy Executive Director, Environmental Programs Group
Cynthia Guidry, Deputy Executive Director, Planning and Development Group
Keith Wilschetz, Deputy Executive Director, Operations and Emergency Management
Justin Erbacci, Deputy Executive Director, Chief Innovation and Commercial Strategy Officer
Aura Moore, Deputy Executive Director, Chief Information Officer
Jake Adams, Interim LAMP Program Executive
Raymond S. Ilgunas, General Counsel

SENIOR TRUSTEE

The Bank of New York Mellon Trust Company, N.A.

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DISCLOSURE COUNSEL

Polsinelli LLP

CO-FINANCIAL ADVISORS

Public Resources Advisory Group and Frasca & Associates, LLC

AIRPORT CONSULTANT

WJ Advisors LLC

VERIFICATION AGENT

Grant Thornton LLP

¹ On January 9, 2018, Ms. Bowers announced her retirement from the Department. Ms. Bowers plans to retire in April, 2018. The Department plans to work with an executive search consulting firm to identify a successor.

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OFFICIAL STATEMENT
\$226,500,000
DEPARTMENT OF AIRPORTS
OF THE CITY OF LOS ANGELES, CALIFORNIA
LOS ANGELES INTERNATIONAL AIRPORT
Senior Refunding Revenue Bonds
2018 Series B
(AMT)

INTRODUCTION

This introduction contains a summary of the offering and certain documents. Investors must read this Official Statement, including the appendices hereto, in its entirety.

General

The purpose of this Official Statement, which includes the cover page, the inside cover and following pages, the table of contents, and the appendices of this Official Statement, is to provide certain information concerning the issuance by the Department of Airports (the “Department”) of the City of Los Angeles, California (the “City”), acting through the Board of Airport Commissioners of the City (the “Board”), of its Los Angeles International Airport, Senior Refunding Revenue Bonds, 2018 Series B (the “Series 2018B Senior Bonds”). Capitalized terms used but not defined herein have the meanings ascribed to them in APPENDIX C-1 – “CERTAIN DEFINITIONS.”

The City, the Department and the Airport System

The Department is designated a proprietary department of the City. The City is a municipal corporation and chartered city duly organized and existing under and pursuant to the provisions of the Constitution of the State of California (the “State”) and the Charter of the City of Los Angeles. The City, acting through the Department, operates and maintains Los Angeles International Airport (“LAX”) and Van Nuys Airport (“VNY”). In addition, the Department maintains LA/Palmdale Regional Airport (“LA/PMD”) and, collectively with LAX and VNY, the “Airport System”), although LA/PMD is not currently certificated by the Federal Aviation Administration (the “FAA”). The Department’s fiscal year (“Fiscal Year”) currently begins on July 1 and ends on June 30 of the immediately subsequent year. The City operates the Airport System as a financially self-sufficient enterprise, without support from the City’s General Fund, through the Department under the supervision of the Board. The Department is governed by the seven-member Board, which is in possession, management and control of the Airport System.

Aviation Activity

According to Airports Council International (“ACI”) statistics, in calendar year 2016, LAX ranked as the 4th busiest airport in the world and the 2nd busiest airport in North America in terms of total number of enplaned passengers, and 14th busiest airport in the world and 5th busiest airport in North America in terms of total cargo. According to the United States Department of Transportation Origins and Destinations Survey of Airline Passenger Traffic, for Fiscal Year 2016, LAX ranked first nationally in number of domestic origin and destination passengers. LAX is classified by the FAA as a large hub airport. See “LOS ANGELES INTERNATIONAL AIRPORT” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRLINE TRAFFIC AND ECONOMIC ANALYSES – OVERVIEW OF AIRPORT ROLE.”

Plan of Refunding

The Series 2018B Senior Bonds are being issued to (i) refund and defease a portion of the Department’s outstanding Los Angeles International Airport Senior Revenue Bonds, 2008 Series A to realize debt service savings, and (ii) pay costs of issuance of the Series 2018B Senior Bonds. See “PLAN OF REFUNDING.”

Series 2018B Senior Bonds

The Series 2018B Senior Bonds are being issued pursuant to the Master Trust Indenture, dated as of April 1, 1995, as amended (the “Master Senior Indenture”), by and between the Department, acting through the Board, and The Bank of New York Mellon Trust Company, N.A., formerly known as The Bank of New York Trust Company, N.A., as successor in interest to BNY Western Trust Company, as successor in interest to U.S. Trust

Company of California, N.A., as trustee (the “Senior Trustee”), and a Nineteenth Supplemental Trust Indenture, to be dated as of April 1, 2018 (the “Nineteenth Supplemental Senior Indenture,” and together with the Master Senior Indenture and all supplements thereto, the “Senior Indenture”), by and between the Department, acting through the Board, and the Senior Trustee; and under and in accordance with Section 609 of the Charter of the City of Los Angeles, relevant ordinances of the City and the Los Angeles Administrative Code (collectively, the “Charter”). Issuance of the Series 2018B Senior Bonds has been authorized by Resolution No. 26347 adopted by the Board on September 20, 2017 and approved by the City Council of the City (the “City Council”) and the Mayor of the City on October 24, 2017 and November 1, 2017, respectively (the “Authorizing Resolution”), and Resolution No. 26432 adopted by the Board on February 15, 2018 (the “Document Resolution,” and together with the Authorizing Resolution, the “Resolutions”).

The Series 2018B Senior Bonds are secured by a pledge of and first lien on Net Pledged Revenues. “Net Pledged Revenues” means, for any given period, Pledged Revenues for such period, less, for such period, LAX Maintenance and Operations Expenses. Pledged Revenues generally includes certain income and revenue received by the Department from LAX but excludes any income and revenue from the Department’s other airports. The Series 2018B Senior Bonds are secured by a pledge of and lien on Net Pledged Revenues on a parity with the Existing Senior Bonds (as defined under “—Existing Senior Bonds” below), and any additional bonds or other obligations issued or incurred on parity with respect to Net Pledged Revenues with the Series 2018B Senior Bonds and the Existing Senior Bonds under the terms and provisions of the Master Senior Indenture (the “Additional Senior Bonds”). See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS.”

For purposes of this Official Statement, “Senior Bonds” means the Series 2018B Senior Bonds, the Existing Senior Bonds and any Additional Senior Bonds. As of the date of this Official Statement, the only obligations the Department has issued pursuant to the Senior Indenture are the Existing Senior Bonds. Net Pledged Revenues are available for the equal and proportionate benefit of all Senior Bonds and any other obligations issued on parity with respect to Net Pledged Revenues pursuant to the Senior Indenture. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS – Net Pledged Revenues.”

THE SERIES 2018B SENIOR BONDS DO NOT CONSTITUTE OR EVIDENCE AN INDEBTEDNESS OF THE CITY OR A LIEN OR CHARGE ON ANY PROPERTY OR THE GENERAL REVENUES OF THE CITY. NEITHER THE FAITH AND THE CREDIT NOR THE TAXING POWER OF THE CITY, THE STATE OR ANY PUBLIC AGENCY, OTHER THAN THE DEPARTMENT, TO THE EXTENT OF THE NET PLEDGED REVENUES, IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF OR INTEREST ON THE SERIES 2018B SENIOR BONDS. THE DEPARTMENT HAS NO POWER OF TAXATION. THE SERIES 2018B SENIOR BONDS CONSTITUTE AND EVIDENCE AN OBLIGATION OF THE DEPARTMENT PAYABLE ONLY IN ACCORDANCE WITH SECTION 609(B) OF THE CHARTER AND ANY OTHER APPLICABLE PROVISIONS THEREOF. NONE OF THE PROPERTIES OF THE AIRPORT SYSTEM IS SUBJECT TO ANY MORTGAGE OR OTHER LIEN FOR THE BENEFIT OF THE OWNERS OF THE SERIES 2018B SENIOR BONDS. THE DEPARTMENT IS UNDER NO OBLIGATION TO PAY THE SERIES 2018B SENIOR BONDS, EXCEPT FROM FUNDS IN THE LAX REVENUE ACCOUNT OF THE AIRPORT REVENUE FUND AND AS FURTHER SPECIFICALLY PROVIDED IN THE SENIOR INDENTURE. SEE “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS.”

Existing Senior Bonds

Pursuant to the Senior Indenture and the Charter, the Department, acting through the Board, has previously issued and, as of March 15, 2018, there were outstanding \$3,510,415,000 aggregate principal amount of its:

- Los Angeles International Airport Senior Revenue Bonds, 2008 Series A (the “Series 2008A Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds, 2009 Series A (the “Series 2009A Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds, 2010 Series A (the “Series 2010A Senior Bonds”);

- Los Angeles International Airport Senior Revenue Bonds, 2010 Series D (the “Series 2010D Senior Bonds” and together with the Series 2010A Senior Bonds, the “Series 2010 Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds 2012 Series A (the “Series 2012A Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds 2012 Series B (the “Series 2012B Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds 2012 Series C (the “Series 2012C Senior Bonds” and, together with the Series 2012A Senior Bonds and the Series 2012B Senior Bonds, the “Series 2012 Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds 2013 Series A (the “Series 2013A Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds, 2015 Series A (the “Series 2015A Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds, 2015 Series B (the “Series 2015B Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds 2015 Series D (the “Series 2015D Senior Bonds”);
- Los Angeles International Airport Senior Revenue Bonds 2015 Series E (the “Series 2015E Senior Bonds” and together with the Series 2015A Senior Bonds, the Series 2015B Senior Bonds and the Series 2015D Senior Bonds, the “Series 2015 Senior Bonds”); and
- Los Angeles International Airport Senior Refunding Revenue Bonds 2016 Series C (the “Series 2016C Senior Bonds”).

The Series 2008A Senior Bonds, the Series 2009A Senior Bonds, the Series 2010 Senior Bonds, the Series 2012 Senior Bonds, the Series 2013A Senior Bonds, the Series 2015 Senior Bonds and the Series 2016C Senior Bonds are collectively referred to in this Official Statement as the “Existing Senior Bonds.”

The Existing Senior Bonds are secured by a pledge of and first lien on the Net Pledged Revenues on parity with the Series 2018B Senior Bonds. See “OUTSTANDING OBLIGATIONS AND DEBT SERVICE SCHEDULE – Senior Bonds.”

Existing Subordinate Obligations

In addition to the Senior Bonds, the Department has outstanding certain Subordinate Obligations (as defined below) which are secured by a pledge of and first lien on Subordinate Pledged Revenues. “Subordinate Pledged Revenues” means for a given period, the Pledged Revenues for such period, less, for such period, the LAX Maintenance and Operation Expenses, less, for such period, the Senior Aggregate Annual Debt Service on the Outstanding Senior Bonds, less, for such period, deposits to any reserve fund or account required pursuant to the Senior Indenture. Subordinate Obligations are issued pursuant to the terms and provisions of the Master Subordinate Indenture dated December 1, 2002, as amended and supplemented (the “Subordinate Indenture”), by and between the Department and U.S. Bank National Association, as trustee (the “Subordinate Trustee”).

For purposes of this Official Statement, “Subordinate Bonds” means the Existing Subordinate Bonds (as defined below) and any Additional Subordinate Bonds issued pursuant to the Subordinate Indenture. For purposes of this Official Statement, “Subordinate Obligations” means the Subordinate Bonds, the Subordinate Commercial Paper Notes (as defined below), the payment obligations of the Department under the CP Reimbursement Agreements (as defined below) and any Additional Subordinate Obligations issued pursuant to the provisions of the Subordinate Indenture.

Existing Subordinate Bonds

Pursuant to the Subordinate Indenture and the Charter, the Department has previously issued and, as of March 15, 2018, there were outstanding \$2,271,495,000 aggregate principal amount of its:

- Los Angeles International Airport, Subordinate Revenue Bonds, Series 2008C (the “Series 2008C Subordinate Bonds”);
- Los Angeles International Airport, Subordinate Revenue Bonds, 2009 Series C (the “Series 2009C Subordinate Bonds”);
- Los Angeles International Airport, Subordinate Refunding Revenue Bonds, 2009 Series E (the “Series 2009E Subordinate Bonds” and together with the Series 2009C Subordinate Bonds, the “Series 2009 Subordinate Bonds”);
- Los Angeles International Airport, Subordinate Revenue Bonds, 2010 Series B (the “Series 2010B Subordinate Bonds”);
- Los Angeles International Airport, Subordinate Revenue Bonds, 2010 Series C (the “Series 2010C Subordinate Bonds” and together with the Series 2010B Subordinate Bonds, the “Series 2010 Subordinate Bonds”);
- Los Angeles International Airport, Subordinate Revenue Bonds, 2013 Series B (the “Series 2013B Subordinate Bonds”);
- Los Angeles International Airport, Subordinate Revenue Refunding Bonds, 2015 Series C (the “Series 2015C Subordinate Bonds”);
- Los Angeles International Airport, Subordinate Revenue Bonds, 2016 Series A (the “Series 2016A Subordinate Bonds”);
- Los Angeles International Airport, Subordinate Revenue Bonds, 2016 Series B (the “Series 2016B Subordinate Bonds” and together with the Series 2016A Subordinate Bonds, the “Series 2016 Subordinate Bonds”);
- Los Angeles International Airport, Subordinate Revenue Bonds, 2017 Series A (the “Series 2017A Subordinate Bonds”);
- Los Angeles International Airport Subordinate Revenue Bonds, 2017 Series B (the “Series 2017B Subordinate Bonds” and together with the Series 2017A Subordinate Bonds, the “Series 2017 Subordinate Bonds”); and
- Los Angeles International Airport Subordinate Revenue Bonds, 2018 Series A (the “Series 2018A Subordinate Bonds”). The Series 2018A Subordinate Bonds were issued on March 15, 2018.

The Series 2008C Subordinate Bonds, the Series 2009 Subordinate Bonds, the Series 2010 Subordinate Bonds, the Series 2013B Subordinate Bonds, the Series 2015C Subordinate Bonds, the Series 2016 Subordinate Bonds, the Series 2017 Subordinate Bonds and the Series 2018A Subordinate Bonds are collectively referred to in this Official Statement as the “Existing Subordinate Bonds.”

See “OUTSTANDING OBLIGATIONS AND DEBT SERVICE SCHEDULE – Subordinate Bonds and Subordinate Commercial Paper Notes.”

Subordinate Commercial Paper Notes

Pursuant to the Subordinate Indenture, the Department is authorized to issue and have outstanding, at any one time, its Los Angeles International Airport, Subordinate Revenue Commercial Paper Notes, Series A (Governmental – Non-AMT), Series B (Private Activity – AMT), Series C (Federally Taxable) and Series D (Private Activity – Non-AMT) (collectively, the “Subordinate Commercial Paper Notes”) in a maximum aggregate principal amount not exceeding \$500,000,000 (subject to certain conditions). As of March 15, 2018, Subordinate Commercial Paper Notes were outstanding with a maturity value of approximately \$51.6 million.

Investment Considerations

The purchase and ownership of the Series 2018B Senior Bonds involve investment risks. Prospective purchasers of the Series 2018B Senior Bonds should read this Official Statement in its entirety. For a discussion of certain risks relating to the Series 2018B Senior Bonds, see “CERTAIN INVESTMENT CONSIDERATIONS.”

Continuing Disclosure

In connection with the issuance of the Series 2018B Senior Bonds, the Department will covenant for the benefit of the owners of the Series 2018B Senior Bonds to provide annually certain financial information and operating data concerning the Department to the Municipal Securities Rulemaking Board (“MSRB”) and notice of certain enumerated events, pursuant to the requirements of Rule 15c2-12 adopted by the Securities and Exchange Commission (“Rule 15c2-12”). See “CONTINUING DISCLOSURE” and APPENDIX G – “FORM OF CONTINUING DISCLOSURE CERTIFICATE.”

Report of the Airport Consultant

Included as APPENDIX A to this Official Statement is the Report of the Airport Consultant dated February 21, 2018 prepared by WJ Advisors LLC (the “Airport Consultant”) in connection with the issuance of the Series 2018A Subordinate Bonds (the “Report of the Airport Consultant”). See APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT.” Additionally, the debt service projections in the Report of the Airport Consultant (i) were not updated to reflect the sale, issuance or final terms of the Series 2018A Subordinate Bonds, (ii) were not updated to reflect the sale, issuance or final terms of the Series 2018B Senior Bonds or the debt service savings to be achieved from the refunding of the Refunded Series 2008A Senior Bonds (as defined below), and (iii) do not include any adjustments for debt service savings which may occur with respect to any refunding of any Senior Bonds or Subordinate Obligations during the forecast period contained in the Report of the Airport Consultant (through Fiscal Year 2024).

The Report of the Airport Consultant includes, among other things, descriptions and/or analysis of the following: airline traffic and economic role of LAX; the economic basis for airline traffic; passenger traffic and airline service trends; certain key factors which may affect future airline traffic; airline traffic forecasts; LAX’s facilities; the Department’s capital program; the funding of the Capital Program (as defined below); the Department’s financial performance; the Department’s financial framework; forecasts of debt service coverage through Fiscal Year 2024; and a description of the assumptions upon which such forecasts were based.

No assurances can be given that the forecasts and expectations discussed in the Report of the Airport Consultant will be achieved or that the assumptions upon which the forecasts are based will be realized. The Report of the Airport Consultant is an integral part of this Official Statement and should be read in its entirety for an explanation of the assumptions and forecasts used therein. The financial forecasts in the Report of the Airport Consultant are based upon certain information and assumptions that were provided or reviewed and agreed to by the Department. In the opinion of the Airport Consultant, these assumptions provide a reasonable basis for the financial forecasts. See “—Forward-Looking Statements,” “CERTAIN INVESTMENT CONSIDERATIONS – Assumptions in the Report of the Airport Consultant,” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT.”

Forward-Looking Statements

The statements contained in this Official Statement, including the appendices that are not purely historical, are forward-looking statements, including statements regarding the Department’s or the Board’s expectations, hopes, intentions or strategies regarding the future. Such statements are generally identifiable by the terminology used such as “plan,” “expect,” “estimate,” “budget,” “project,” “forecast,” “will likely result,” “are expected to,” “will continue,” “is anticipated,” “intend” or other similar words. Prospective investors should not place undue reliance on forward-looking statements. All forward-looking statements included in this Official Statement are based on information available to the Department and the Board on the date hereof, and the Department and the Board assume no obligation to update any such forward-looking statements with new forward-looking statements. It is important to note that the Department’s actual results likely will differ, and could differ materially, from those in such forward-looking statements.

The forward-looking statements herein are based on various assumptions and estimates and are inherently subject to various risks and uncertainties, including risks and uncertainties relating to the possible invalidity of the underlying assumptions and estimates and possible changes or developments in social, economic, business, industry, market, legal and regulatory circumstances and conditions and actions taken or omitted to be taken by third parties, including airlines, customers, suppliers and competitors, among others, and legislative, judicial and other governmental authorities and officials. Assumptions related to the foregoing involve judgments with respect to, among other things, future economic, competitive and market conditions and future business decisions, all of which are difficult or impossible to predict accurately and many of which are beyond the control of the Department and the

Board. Any of such assumptions could be inaccurate and, therefore, there can be no assurance that the forward-looking statements included in this Official Statement will prove to be accurate.

Additional Information

Brief descriptions of the Series 2018B Senior Bonds, the Senior Indenture, the Subordinate Indenture and certain other documents are included in this Official Statement and the appendices to this Official Statement. Such descriptions do not purport to be comprehensive or definitive. All references in this Official Statement to such documents and any other documents, statutes, laws, reports or other instruments described in this Official Statement are qualified in their entirety by reference to each such document, statute, law, report or other instrument. Information contained in this Official Statement has been obtained from officers, employees and records of the Department and from other sources believed to be reliable. The information in this Official Statement is subject to change without notice, and neither the delivery of this Official Statement nor any sale made hereunder shall under any circumstances create any implication that there has been no change in the affairs of the Department or LAX since the date of this Official Statement. This Official Statement is not to be construed as a contract or agreement between the Department and purchasers or owners of any of the Series 2018B Senior Bonds. The Department maintains certain websites (including an investor relations website) and social media accounts, the information on which is not part of this Official Statement, is not incorporated by reference in this Official Statement and should not be relied upon in deciding whether to invest in the Series 2018B Senior Bonds.

PLAN OF REFUNDING

The Series 2018B Senior Bonds are being issued to (i) refund and defease a portion of the Department's outstanding Series 2008A Senior Bonds to realize debt service savings, and (ii) pay costs of issuance of the Series 2018B Senior Bonds.

A portion of the proceeds of the Series 2018B Senior Bonds, together with other available moneys to be released from the debt service fund for the Series 2008A Senior Bonds and the Senior Reserve Fund, will be deposited with the Senior Trustee, as trustee and escrow agent, and held in an escrow fund (the "Escrow Fund") to be created under the terms of an escrow agreement (the "Escrow Agreement") to be entered into by and between the Department and the Senior Trustee, as trustee and escrow agent. Amounts deposited into the Escrow Fund will be invested in noncallable direct obligations of the United States of America (the "Escrow Securities") or held uninvested in cash, and such amounts, together with the earnings thereon will be used to redeem the Refunded Series 2008A Senior Bonds on May 15, 2018 (the "Redemption Date") at a redemption price equal to 100% of the principal amount of the Refunded Series 2008A Senior Bonds, plus interest accrued thereon to the Redemption Date.

The Refunded Series 2008A Senior Bonds include the Series 2008A Senior Bonds described below.

Maturity Date (May 15)	Principal Amount	CUSIP Number⁽¹⁾
2024	\$ 18,955,000	544435YP9
2025	20,215,000	544435YQ7
2026	21,305,000	544435YR5
2027	22,450,000	544435YS3
2028	11,315,000	544435YT1
2030	51,190,000	544435YU8
2033	87,455,000	544435YV6
2038	32,160,000	544445BF5

⁽¹⁾ CUSIP numbers have been assigned by an independent company not affiliated with the Department or the Underwriters and are included solely for the convenience of the registered owners of the applicable bonds. None of the Underwriters, the Co-Financial Advisors or the Department is responsible for the selection or use of these CUSIP numbers and no representation is made as to their correctness on the applicable bonds or as included in this Official Statement.

Grant Thornton LLP, a firm of independent certified public accountants, will verify that the Escrow Securities and the earnings thereon and the uninvested cash to be held in the Escrow Fund, will be sufficient to pay,

on the Redemption Date, the redemption price of the Refunded Series 2008A Senior Bonds plus interest accrued thereon to the Redemption Date. See “VERIFICATION OF MATHEMATICAL COMPUTATIONS.”

ESTIMATED SOURCES AND USES OF FUNDS

The following table sets forth the estimated sources and uses of the funds with respect to the Series 2018B Senior Bonds:

SOURCES:	
Principal Amount	\$ 226,500,000.00
Original Issue Premium	37,343,367.65
Release from Series 2008A Debt Service Fund	5,926,031.25
Release from Senior Reserve Fund	2,952,055.87
TOTAL:	\$ 272,721,454.77
USES:	
Deposit to Escrow Fund	\$ 271,728,767.20
Costs of Issuance ⁽¹⁾	992,687.57
TOTAL:	\$ 272,721,454.77

⁽¹⁾ Includes legal fees, underwriters’ discount, trustee fees, financial advisory fees, consultant fees, verification agent fees, rating agencies’ fees, printing costs, escrow agent fees and other costs of issuance.

DESCRIPTION OF THE SERIES 2018B SENIOR BONDS

General

The Series 2018B Senior Bonds will bear interest at the rates and mature, subject to redemption prior to maturity, on the dates set forth on the inside front cover page of this Official Statement. Interest will be calculated on the basis of a 360-day year consisting of twelve 30-day months. The Series 2018B Senior Bonds will be dated their date of delivery and bear interest from that date payable semi-annually on May 15 and November 15 of each year, commencing November 15, 2018 (each an “Interest Payment Date”). Interest due and payable on the Series 2018B Senior Bonds on any Interest Payment Date will be payable to the person who is the registered owner as of the Record Date (DTC, so long as the book-entry system with DTC is in effect). Each Series 2018B Senior Bond will bear interest from the Interest Payment Date next preceding the date of authentication thereof unless such date of authentication is an Interest Payment Date, in which event such Series 2018B Senior Bond will bear interest from such date of authentication, or unless such date of authentication is after a Record Date and before the next succeeding Interest Payment Date, in which event such Series 2018B Senior Bond will bear interest from such succeeding Interest Payment Date, or unless such date of authentication is on or before November 1, 2018, in which event such Series 2018B Senior Bond will bear interest from its date of delivery. If interest on the Series 2018B Senior Bonds is in default, Series 2018B Senior Bonds issued in exchange for Series 2018B Senior Bonds surrendered for transfer or exchange will bear interest from the last Interest Payment Date to which interest has been paid in full on the Series 2018B Senior Bonds surrendered.

The Series 2018B Senior Bonds are being issued in denominations of \$5,000 and integral multiples thereof (“Authorized Denominations”), in fully registered form in the name of Cede & Co., as registered owner and nominee of DTC. DTC will act as securities depository for the Series 2018B Senior Bonds. Individual purchases may be made in book-entry form only. Purchasers will not receive certificates representing their interest in the Series 2018B Senior Bonds purchased. So long as Cede & Co., as nominee of DTC, is the registered owner of the Series 2018B Senior Bonds, references herein to the Bondholders or registered owners means Cede & Co. and does not mean the Beneficial Owners of the Series 2018B Senior Bonds.

So long as Cede & Co. is the registered owner of the Series 2018B Senior Bonds, the principal and redemption price of and interest on the Series 2018B Senior Bonds are payable by wire transfer from the Senior Trustee to Cede & Co., as nominee for DTC, which is required, in turn, to remit such amounts to the Direct and Indirect Participants (as defined herein) for subsequent disbursement to the Beneficial Owners. See APPENDIX F – “BOOK ENTRY ONLY SYSTEM.”

Redemption Provisions

Optional Redemption at Make-Whole Redemption Price (Prior to May 15, 2028)

Prior to May 15, 2028 (the “Par Call Date”), the Series 2018B Senior Bonds maturing on May 15, 2029, May 15, 2030 and May 15, 2031 are redeemable at the option of the Department, in whole or in part at any time (in

Authorized Denominations), from any moneys that may be provided for such purpose and at a redemption price equal to the greater of: (i) 102% of the Amortized Value (as defined below) of the Series 2018B Senior Bonds to be redeemed, and (ii) the sum of the present values of the remaining scheduled payments of principal of and interest on the Series 2018B Senior Bonds to be redeemed (but not including any interest accrued and unpaid as of the redemption date), from and including the redemption date to the Par Call Date (assuming that the scheduled payments of the principal of the Series 2018B Senior Bonds to be redeemed is deemed to be paid on the Par Call Date), discounted to the redemption date on a semiannual basis, at a discount rate equal to the Applicable Tax-Exempt Bond Rate (as defined below), plus accrued interest to the date fixed for redemption.

“Amortized Value” means the principal amount of the Series 2018B Senior Bonds to be redeemed, multiplied by the price of such Series 2018B Senior Bonds (expressed as a percentage). The price of such Series 2018B Senior Bonds will be calculated based on the industry standard method of calculating bond prices and will have the following characteristics: (a) the date of delivery of such Series 2018B Senior Bonds will be the applicable redemption date; (b) the maturity date will be the Par Call Date; (c) the interest rate shall be the stated interest rate on such Series 2018B Senior Bonds (as shown on the inside front cover page of this Official Statement); and (d) the yield will be the yield on the applicable Series 2018B Senior Bonds (as shown on the inside front cover page of this Official Statement) as of the Closing Date.

“Closing Date” means April 12, 2018.

“Applicable Tax-Exempt Bond Rate” means the “Interpolated AAA Yields” rate for the Par Call Date as published by Thomson Reuters Municipal Market Data (“MMD”) on a date selected by the Department, which will be at least five calendar days, but not more than 45 calendar days, prior to the redemption date of the Series 2018B Senior Bonds to be redeemed. If no such rate is published for the Par Call Date, then the “Applicable Tax-Exempt Bond Rate” will be determined based on a straight-line interpolation between the “AAA Municipal Yield Curve” rates published by MMD for the closest preceding date and the closest succeeding date to the Par Call Date. If MMD no longer publishes the “AAA Municipal Yield Curve” rates, the Department will select another comparable index or if in the Department’s determination no comparable index is available, then the “Applicable Tax-Exempt Bond Rate” will be determined by a quotation agent selected by the Department (which may be, but is not limited to, one of the Underwriters (as defined under “UNDERWRITING”)), and such rate will be based upon a rate per annum equal to the semiannual equivalent yield to maturity for those tax-exempt revenue bonds rated in one of the two highest Rating Categories by two or more of the Rating Agencies, with a maturity date of the Par Call Date and having characteristics (other than the ratings) most comparable to those of the Series 2018B Senior Bonds to be redeemed in the judgment of the quotation agent. The quotation agent’s determination of the “Applicable Tax-Exempt Bond Rate” will be final and binding in the absence of manifest error.

Optional Redemption at Par (On and after May 15, 2028)

The Series 2018B Senior Bonds maturing between May 15, 2024 and May 15, 2028 (both dates inclusive) are not subject to optional redemption prior to maturity. The Series 2018B Senior Bonds maturing on and after May 15, 2029 are redeemable at the option of the Department on or after May 15, 2028, in whole or in part at any time, from any moneys that may be provided for such purpose and at a redemption price equal to 100% of the principal amount of the Series 2018B Senior Bonds to be redeemed plus accrued interest to the date fixed for redemption, without premium.

Notices of Redemption

The Senior Trustee is required to give notice of redemption, in the name of the Department, to Bondholders affected by redemption (or to DTC, so long as the book-entry system with DTC is in effect) at least 30 days but not more than 60 days before each redemption date and send such notice of redemption by first class mail (or with respect to the Series 2018B Senior Bonds, held by DTC, either via electronic means or by an express delivery service for delivery on the next following Business Day) to each holder of the applicable Series 2018B Senior Bonds, to be redeemed; each such notice will be sent to the holder’s registered address.

Each notice of redemption will specify the date of issue, the maturity date, the interest rate and the CUSIP number of the applicable Series 2018B Senior Bonds to be redeemed (if less than all of the Series 2018B Senior Bonds of a maturity date are called for redemption the numbers assigned to such Series 2018B Senior Bonds to be redeemed), the principal amount to be redeemed, the date fixed for redemption, the redemption price (or the formula that will be used to calculate the redemption price on the redemption date, provided a supplemental notice of redemption is delivered prior to the redemption date setting forth the actual redemption price), the place or places of

payment, that payment will be made upon presentation and surrender of the applicable Series 2018B Senior Bonds to be redeemed, that interest, if any, accrued to the date fixed for redemption and not paid, will be paid as specified in said notice, and that on and after said date interest thereon will cease to accrue.

Failure to give any required notice of redemption as to any particular Series 2018B Senior Bond, will not affect the validity of the call for redemption of such Series 2018B Senior Bond, in respect of which no failure occurs. Any notice sent as provided in the Nineteenth Supplemental Senior Indenture will be conclusively presumed to have been given whether or not actually received by the addressee. When notice of redemption is given, Series 2018B Senior Bonds called for redemption become due and payable on the date fixed for redemption at the applicable redemption price except as otherwise provided in the Senior Indenture. In the event that funds are deposited with the Senior Trustee, sufficient for redemption, interest on the Series 2018B Senior Bonds to be redeemed will cease to accrue on and after the date fixed for redemption.

Upon surrender of a Series 2018B Senior Bond, to be redeemed in part only, the Senior Trustee will authenticate for the holder a new Series 2018B Senior Bond with the same maturity date and interest rate equal in principal amount to the unredeemed portion of the Series 2018B Senior Bond surrendered.

The Department may provide that if at the time of mailing of notice of an optional redemption there has not been deposited with the Senior Trustee moneys sufficient to redeem all the Series 2018B Senior Bonds called for redemption, such notice may state that it is conditional and subject to the deposit of the redemption moneys with the Senior Trustee not later than the opening of business one Business Day prior to the scheduled redemption date, and such notice will be of no effect unless such moneys are so deposited. In the event sufficient moneys are not on deposit by the opening of business one Business Day prior to the scheduled redemption date, then the redemption will be cancelled and on such cancellation date notice of such cancellation will be mailed to the holders of such Series 2018B Senior Bonds.

Effect of Redemption

On the date so designated for redemption, notice having been given in the manner and under the conditions provided in the Nineteenth Supplemental Senior Indenture and sufficient moneys for payment of the redemption price being held in trust by the Senior Trustee to pay the redemption price, interest on such Series 2018B Senior Bonds will cease to accrue from and after such redemption date, such Series 2018B Senior Bonds will cease to be entitled to any lien, benefit or security under the Senior Indenture, and the holders of such Series 2018B Senior Bonds will have no rights in respect thereof except to receive payment of the redemption price. Series 2018B Senior Bonds which have been duly called for redemption and for the payment of the redemption price of which moneys will be held in trust for the holders of the respective Series 2018B Senior Bonds to be redeemed, all as provided in the Nineteenth Supplemental Senior Indenture will not be deemed to be Outstanding under the provisions of the Senior Indenture.

Selection of the Series 2018B Senior Bonds for Redemption; Series 2018B Senior Bonds Redeemed in Part

Redemption of the Series 2018B Senior Bonds, will only be in Authorized Denominations. The Series 2018B Senior Bonds are subject to redemption in such order of maturity and interest rate as the Department may direct and by lot selected in such manner as the Senior Trustee (or DTC, as long as DTC is the securities depository for the Series 2018B Senior Bonds) shall deem appropriate, within a maturity and interest rate.

SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS

Flow of Funds

Pursuant to Section 635 of the Charter of the City, all fees, charges, rentals and revenue from every source collected by the Department in connection with its possession, management and control of its assets are deposited in the City Treasury to the credit of the Airport Revenue Fund. Pursuant to the Charter and the Master Senior Indenture, the Department has established the LAX Revenue Account in the Airport Revenue Fund and has covenanted to deposit all LAX Revenues in such account and such LAX Revenues will immediately upon receipt thereof become subject to the lien and pledge of the Senior Indenture and the Subordinate Indenture. The Department has notified the City Treasurer of the pledge of, lien on and interest in LAX Revenues granted by the Senior Indenture and the Subordinate Indenture and has instructed the City Treasurer that all such LAX Revenues

are to be accounted for separately and apart from all other revenues, funds, accounts or other resources of the Department or the City.

The Master Senior Indenture generally defines “LAX Revenues” to mean, except to the extent specifically excluded therefrom, all income, receipts, earnings and revenues received by the Department from LAX, for any given period, as determined in accordance with generally accepted accounting principles, as modified from time to time, including, but not limited to: (a) rates, tolls, fees, rentals, charges and other payments made to or owed to the Department for the use or availability of property or facilities at LAX; and (b) amounts received or owed from the sale or provision of supplies, materials, goods and services provided by or made available by the Department at LAX, including Facilities Construction Credits, and rental or business interruption insurance proceeds, received by, held by, accrued to or entitled to be received by the Department or any successor thereto from the possession, management, charge, superintendence and control of LAX (or any LAX Airport Facilities or activities or undertakings related thereto) or from any other facilities wherever located with respect to which the Department receives payments which are attributable to LAX Airport Facilities or activities or undertakings related thereto. LAX Revenues include all income, receipts and earnings from the investment of amounts held in the LAX Revenue Account, any Senior Construction Fund or Subordinate Construction Fund allowed to be pledged by the terms of a Supplemental Senior Indenture or Supplemental Subordinate Indenture, the Senior Reserve Fund, any other Senior Debt Service Reserve Fund, any Subordinate Debt Service Reserve Fund and allocated earnings on the Maintenance and Operations Reserve Fund.

The Senior Bonds (including the Series 2018B Senior Bonds) are limited obligations of the Department payable solely from and secured solely by (a) a pledge of Net Pledged Revenues, and (b) certain funds and accounts held by the Senior Trustee.

The Master Senior Indenture generally defines “Net Pledged Revenues” to mean, for any given period, Pledged Revenues for such period, less, for such period, LAX Maintenance and Operation Expenses.

The Master Senior Indenture generally defines “Pledged Revenues” to mean, except to the extent specifically excluded in the Senior Indenture or under the terms of any Supplemental Senior Indenture (only with respect to the series of bonds issued pursuant to such Supplemental Senior Indenture), LAX Revenues. Pledged Revenues also include any additional revenues designated as Pledged Revenues pursuant to a Supplemental Senior Indenture. To date, the Department has not designated any additional revenues as Pledged Revenues. The following, including any investment earnings thereon, are specifically excluded from Pledged Revenues: (a) any amounts received by the Department from the imposition of ad valorem taxes; (b) gifts, grants and other income (including any investment earnings thereon) otherwise included in LAX Revenues which are restricted by their terms to purposes inconsistent with the payment of debt service on the Senior Bonds or the Subordinate Obligations; (c) Net Proceeds or other insurance proceeds received as a result of damage to or destruction of LAX Airport Facilities or any condemnation award or amounts received by the Department from the sale of LAX Airport Facilities under the threat of condemnation, to the extent the use of such Net Proceeds or other proceeds is restricted by the terms of the policy under which they are paid, to a use inconsistent with the payment of debt service on the Senior Bonds or the Subordinate Obligations; (d) any Transfer (as defined herein); and (e) LAX Special Facilities Revenue (as defined herein). In addition, the following, including any investment earnings thereon, are excluded from Pledged Revenues, unless designated as Pledged Revenues under the terms of a Supplemental Senior Indenture: (i) Senior Swap Termination Payments or Subordinate Swap Termination Payments paid to the Department pursuant to a Senior Qualified Swap or a Subordinate Qualified Swap, as applicable; (ii) Facilities Construction Credits; (iii) Passenger Facility Charges collected with respect to LAX (“PFC revenues”), unless otherwise pledged under the terms of any Supplemental Senior Indenture; (iv) Customer Facility Charges, unless otherwise pledged under the terms of a Supplemental Senior Indenture (provided that only Customer Facility Charges in respect of LAX may be pledged); (v) unless otherwise pledged, all revenues of the Airport System not related to LAX; and (vi) Released LAX Revenues. Senior Swap Termination Payments, Subordinate Swap Termination Payments, Facilities Construction Credits, PFC revenues, Customer Facility Charges, other revenues of the Airport System not related to LAX and Released LAX Revenues have not been designated as Pledged Revenues under the terms of any Supplemental Senior Indenture or Supplemental Subordinate Indenture.

The Master Senior Indenture requires that Pledged Revenues credited to the LAX Revenue Account be applied as follows and in the order set forth below:

FIRST, to the payment of LAX Maintenance and Operation Expenses for the Airport System that are payable from LAX Revenues, which include payments to the City for services provided by it to LAX;

SECOND, to the payment of amounts required to be deposited in the Senior Debt Service Funds for the Senior Bonds (including the Series 2018B Senior Bonds) pursuant to the Master Senior Indenture and any Supplemental Senior Indenture;

THIRD, to the payment of amounts required to be deposited in the Senior Reserve Fund and any other Senior Debt Service Reserve Fund pursuant to the Master Senior Indenture and any Supplemental Senior Indenture;

FOURTH, to the payment of Subordinate Obligations, pursuant to the Master Subordinate Indenture and any Supplemental Subordinate Indenture;

FIFTH, to the payment of amounts required to be deposited in any Subordinate Debt Service Reserve Fund established for the Subordinate Obligations pursuant to any Supplemental Subordinate Indenture;

SIXTH, to the payment of Third Lien Obligations, if any;

SEVENTH, to the payment of any reserve requirement for the Third Lien Obligations, if any;

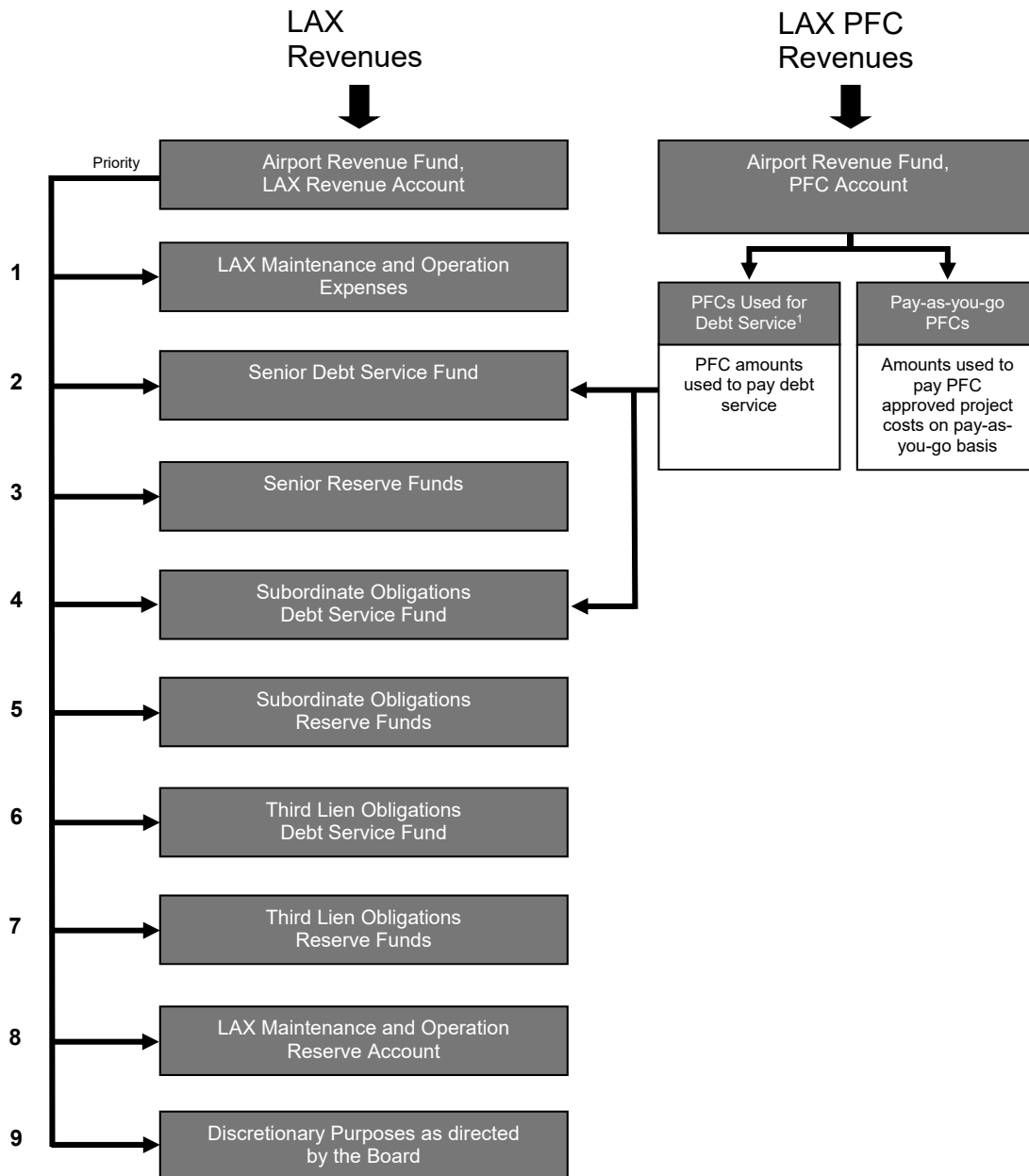
EIGHTH, to the payment of the amounts required to be deposited in the LAX Maintenance and Operation Reserve Account which are payable from LAX Revenues as determined by the Department. The Department has covenanted to fund the Maintenance and Operation Reserve Account each Fiscal Year in an amount which, when added to any moneys in such account, will be equal to not less than 25% nor more than 50% of the budgeted LAX Maintenance and Operation Expenses for the current Fiscal Year; and

NINTH, to the payment of such amounts as are directed by the Department for discretionary purposes as authorized by the Charter which include capital projects, defraying the expenses of any pension or retirement system applicable to the employees of the Department, defraying the Maintenance and Operation Expenses of the Airport System, for reimbursement to another department or office of the City on account of services rendered, or materials, supplies or equipment furnished to support purposes of the Department and for any other lawful purpose of the Department, but only to the extent any such purposes relate to LAX.

The following is a graphic description of the flow of funds described above and the flow of PFC revenues. See “—Passenger Facility Charges.”

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FLOW OF LAX REVENUES AND LAX PFC REVENUES



⁽¹⁾ Pledged Revenues do not include PFC revenues unless otherwise included in Pledged Revenues pursuant to a Supplemental Senior Indenture. To date, the Department has not elected, and the Department has no current plans to elect, to include PFC revenues in Pledged Revenues nor otherwise pledge PFC revenues to the payment of the Senior Bonds or the Subordinate Obligations. However, the Department expects to use PFC revenues to pay a portion of the debt service on PFC Eligible Obligations (as defined herein). See “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – Passenger Facility Charges” for additional information about the Department’s expected use of PFC revenues.

With respect to the application of Pledged Revenues described in paragraphs FIRST, EIGHTH and NINTH above (i.e., to fund LAX Maintenance and Operation Expenses, the deposits to the LAX Maintenance and Operation Reserve Account, and for the discretionary purposes as directed by the Board), the Department need apply only such amount of Pledged Revenues pursuant to the provisions of such paragraphs as is necessary, after taking into account all other moneys and revenues available to the Department for application for such purposes, to pay the amounts required by such paragraphs.

The Senior Indenture provides that, notwithstanding the provisions therein, nothing precludes the Department from making the payments described in paragraphs FIRST through NINTH above from sources other than Pledged Revenues.

The Charter does not require the deposit of moneys in certain funds, including, among others, the LAX Maintenance and Operation Reserve Account; however, the Department, pursuant to the Senior Indenture, has covenanted to continue using moneys on deposit in the LAX Revenue Account as described in the flow of funds detailed above.

Net Pledged Revenues

The Series 2018B Senior Bonds are limited obligations of the Department payable solely from and secured by a pledge of and first lien on Net Pledged Revenues. The Series 2018B Senior Bonds are also secured by a pledge of and first lien on amounts held in certain funds and accounts pursuant to the Senior Indenture, as further described herein.

THE SERIES 2018B SENIOR BONDS DO NOT CONSTITUTE OR EVIDENCE AN INDEBTEDNESS OF THE CITY OR A LIEN OR CHARGE ON ANY PROPERTY OR THE GENERAL REVENUES OF THE CITY. NEITHER THE FAITH AND THE CREDIT NOR THE TAXING POWER OF THE CITY, THE STATE OR ANY PUBLIC AGENCY, OTHER THAN THE DEPARTMENT, TO THE EXTENT OF THE NET PLEDGED REVENUES, IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF OR INTEREST ON THE SERIES 2018B SENIOR BONDS. THE DEPARTMENT HAS NO POWER OF TAXATION. THE SERIES 2018B SENIOR BONDS CONSTITUTE AND EVIDENCE AN OBLIGATION OF THE DEPARTMENT PAYABLE ONLY IN ACCORDANCE WITH SECTION 609(B) OF THE CHARTER AND ANY OTHER APPLICABLE PROVISIONS THEREOF. NONE OF THE PROPERTIES OF THE AIRPORT SYSTEM IS SUBJECT TO ANY MORTGAGE OR OTHER LIEN FOR THE BENEFIT OF THE OWNERS OF THE SERIES 2018B SENIOR BONDS. THE DEPARTMENT IS UNDER NO OBLIGATION TO PAY THE SERIES 2018B SENIOR BONDS EXCEPT FROM FUNDS IN THE LAX REVENUE ACCOUNT OF THE AIRPORT REVENUE FUND AND AS FURTHER SPECIFICALLY PROVIDED IN THE SENIOR INDENTURE.

The Department has covenanted in the Master Senior Indenture not to issue any additional bonds or other obligations with a pledge of or lien on Net Pledged Revenues prior or superior to that of the Senior Bonds. Net Pledged Revenues are available for the equal and proportionate benefit and security of all Senior Bonds.

The Series 2018B Senior Bonds are secured by a pledge of and lien on Net Pledged Revenues on parity with the Existing Senior Bonds and any Additional Senior Bonds. See “—Additional Senior Bonds” and “OUTSTANDING OBLIGATIONS AND DEBT SERVICE SCHEDULE – Senior Bonds.” The Series 2018B Senior Bonds are not secured by moneys held in any construction funds established under the Senior Indenture.

Senior Rate Covenant

Under the Master Senior Indenture, the Department has covenanted that, while any of the Senior Bonds remain Outstanding (but subject to all existing contracts and legal obligations of the Department as of the date of execution of the Master Senior Indenture), it will establish, fix, prescribe and collect rates, tolls, fees, rentals and charges in connection with LAX and for services rendered in connection therewith, so that Pledged Revenues in each Fiscal Year will be at least equal to the payments required in such Fiscal Year to be made pursuant to the paragraphs FIRST through EIGHTH set forth in “—Flow of Funds” above. The Department has further agreed that it will establish, fix, prescribe and collect rates, tolls, fees, rentals and charges in connection with LAX and for services rendered in connection therewith, so that during each Fiscal Year the Net Pledged Revenues, together with any Transfer, will be equal to at least 125% of Senior Annual Debt Service on the Outstanding Senior Bonds for such Fiscal Year. Any amount of Transfer taken into account as described in the previous sentence cannot exceed 25% of Senior Annual Debt Service on the Outstanding Senior Bonds for such Fiscal Year. “Transfer” means for any Fiscal Year the amount of unencumbered funds on deposit or anticipated to be on deposit, as the case may be, on the first day of such Fiscal Year in the LAX Revenue Account (after all deposits and payments required by paragraphs FIRST through NINTH as described under “Flow of Funds” above, have been made as of the last day of the immediately preceding Fiscal Year).

The Master Senior Indenture provides that if the Department violates the above-described covenants, such violation will not be a default under the Senior Indenture and will not give rise to a declaration of a Senior Event of Default if, within 180 days after the date such violation is discovered, the Department revises the schedule of rates,

tolls, fees, rentals and charges insofar as practicable and revises any LAX Maintenance and Operation Expenses insofar as practicable and takes such other actions as are necessary so as to produce Pledged Revenues to cure such violation for future compliance; provided, however, that if the Department does not cure such violation by the end of the second subsequent Fiscal Year succeeding the date such violation is discovered, a Senior Event of Default may be declared under the Senior Indenture. The Department may obtain such recommendations from a Consultant as it deems necessary or appropriate to bring the Department into compliance with such covenants. See “CERTAIN INVESTMENT CONSIDERATIONS – Rate Covenant Limitations.”

In addition to the requirements of the Master Senior Indenture, the Charter requires the Department to set rates and charges at LAX in an amount sufficient to pay debt service and premiums, if any, due upon the redemption of revenue bonds, in addition to all maintenance and operation expenses at LAX for each Fiscal Year.

Pursuant to the Master Senior Indenture, the Department may exclude from its calculation of Senior Annual Debt Service, for the purpose of determining compliance with the rate covenant described above, the payment of debt service or portions thereof on Senior Bonds whose debt service is payable from amounts not included in Pledged Revenues (including, but not limited to PFC revenues) which have been irrevocably deposited with and held by the Senior Trustee for the payment of debt service on such Senior Bonds. See “—Passenger Facility Charges,” “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – Passenger Facility Charges,” “CERTAIN INVESTMENT CONSIDERATIONS – Considerations Regarding Passenger Facility Charges” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT” for additional information about the Department’s expected use of PFC revenues.

Senior Debt Service Deposits

The Master Senior Indenture provides that the Department will cause the City Treasurer to, not later than five Business Days prior to each Payment Date, transfer from the LAX Revenue Account to the Senior Trustee for deposit in the Senior Debt Service Funds established in respect of each Series of Outstanding Senior Bonds the full amount required to pay the principal of and/or interest on Senior Bonds of that Series due on such Payment Date.

Senior Reserve Fund

The Master Senior Indenture established the “Senior Reserve Fund” for all of the Senior Bonds the Department elects to have participate in the Senior Reserve Fund. The Department has elected to have the Existing Senior Bonds participate in the Senior Reserve Fund and pursuant to the Nineteenth Supplemental Senior Indenture, the Department intends to elect to have the Series 2018B Senior Bonds participate in the Senior Reserve Fund.

Pursuant to the Master Senior Indenture, the Senior Reserve Fund is required to be funded at all times in an amount equal to the Senior Reserve Requirement. The “Senior Reserve Requirement” equals the least of (i) Senior Maximum Aggregate Annual Debt Service for Reserve Requirement with respect to all Senior Bonds participating in the Senior Reserve Fund, (ii) 10% of the principal amount of all Senior Bonds participating in the Senior Reserve Fund, less the amount of original issue discount with respect to the Senior Bonds participating in the Senior Reserve Fund if such original issue discount exceeded 2% on such Senior Bonds at the time of original sale, and (iii) 125% of the average Senior Aggregate Annual Debt Service for Reserve Requirement with respect to all Senior Bonds participating in the Senior Reserve Fund. In the event the Department issues any Additional Senior Bonds pursuant to a Supplemental Senior Indenture under which the Department elects to have such Additional Senior Bonds participate in the Senior Reserve Fund, the Department will be required to deposit an amount, if any, in the Senior Reserve Fund sufficient to cause the amount on deposit in the Senior Reserve Fund to equal the Senior Reserve Requirement. At the time of issuance of the Series 2018B Senior Bonds, no deposit will be required to be made to the Senior Reserve Fund, and the Senior Reserve Requirement will equal \$260,893,113 and be fully funded with cash and securities.

Moneys or investments held in the Senior Reserve Fund may be used only to pay the principal of and interest on the Senior Bonds participating in the Senior Reserve Fund (including the Series 2018B Senior Bonds). Moneys and investments held in the Senior Reserve Fund are not available to pay debt service on any Senior Bonds for which the Department has decided will not participate in the Senior Reserve Fund, the Subordinate Obligations or any Third Lien Obligations. The Senior Reserve Fund may be drawn upon if the amounts in the respective Senior Debt Service Funds for the Series 2018B Senior Bonds and the other Senior Bonds participating in the Senior Reserve Fund are insufficient to pay in full any principal or interest then due on such Senior Bonds. In the event any amounts are required to be withdrawn from the Senior Reserve Fund, such amounts will be withdrawn and deposited

pro rata to meet the funding requirements of the Senior Debt Service Funds for the Senior Bonds secured by the Senior Reserve Fund.

The Department may fund all or a portion of the Senior Reserve Requirement with a Senior Reserve Fund Surety Policy. A Senior Reserve Fund Surety Policy may be an insurance policy, surety bond or letter of credit deposited in the Senior Reserve Fund in lieu of or in partial substitution for cash or securities. Any such Senior Reserve Fund Surety Policy must either extend to the final maturity of the Series of Senior Bonds for which the Senior Reserve Fund Surety Policy was issued or the Department must agree, by Supplemental Senior Indenture, that the Department will replace such Senior Reserve Fund Surety Policy prior to its expiration with another Senior Reserve Fund Surety Policy, which will have no adverse effect on ratings, if any, then in effect, on the Senior Bonds, or with cash, and the face amount of the Senior Reserve Fund Surety Policy, together with amounts on deposit in the Senior Reserve Fund, including the face amount of any other Senior Reserve Fund Surety Policy, are at least equal to the Senior Reserve Requirement. As of the date of this Official Statement and at the time of the issuance of the Series 2018B Senior Bonds, there are no and there will be no Senior Reserve Fund Surety Policies on deposit in the Senior Reserve Fund. See APPENDIX D-1 — “AMENDMENTS TO THE MASTER SENIOR INDENTURE” for amendments being made to the definition of Senior Debt Service Reserve Fund Surety Policy.

Additional Senior Bonds

The Master Senior Indenture provides the Department with flexibility in establishing the nature and terms of any Additional Senior Bonds hereafter issued with a lien and charge on Net Pledged Revenues on parity with the Series 2018B Senior Bonds and the Existing Senior Bonds.

Additional Senior Bonds may be issued under the Master Senior Indenture on parity with the Series 2018B Senior Bonds and the Existing Senior Bonds, provided, among other things, there is delivered to the Senior Trustee either:

- (a) a certificate, dated as of a date between the date of pricing of the proposed Additional Senior Bonds being issued and the date of delivery of such proposed Additional Senior Bonds (both dates inclusive), prepared by an Authorized Representative showing that the Net Pledged Revenues, together with any Transfer, for any 12 consecutive months out of the most recent 18 consecutive months immediately preceding the date of issuance of the proposed Additional Senior Bonds or preceding the first issuance of the proposed Senior Program Bonds were at least equal to 125% of Senior Maximum Aggregate Annual Debt Service with respect to all Outstanding Senior Bonds, Unissued Senior Program Bonds and the proposed Additional Senior Bonds, calculated as if the proposed Additional Senior Bonds and the full Senior Authorized Amount of such proposed Senior Program Bonds (as applicable) were then Outstanding; or

- (b) a certificate, dated as of a date between the date of pricing of the proposed Additional Senior Bonds being issued and the date of delivery of such proposed Additional Senior Bonds (both dates inclusive), prepared by a Consultant showing that:

- (i) the Net Pledged Revenues, together with any Transfer, for the last audited Fiscal Year or for any 12 consecutive months out of the most recent 18 consecutive months immediately preceding the date of issuance of the proposed Additional Senior Bonds or the establishment of a Senior Program, were at least equal to 125% of the sum of the Senior Annual Debt Service due and payable with respect to all Outstanding Senior Bonds (not including the proposed Additional Senior Bonds or the proposed Senior Program Bonds) for such Fiscal Year or other applicable period; and

- (ii) for the period from and including the first full Fiscal Year following the issuance of such proposed Additional Senior Bonds during which no interest on such Additional Senior Bonds is expected to be paid from the proceeds thereof through and including the later of (A) the fifth full Fiscal Year following the issuance of such Additional Senior Bonds, or (B) the third full Fiscal Year during which no interest on such Additional Senior Bonds is expected to be paid from the proceeds thereof, the estimated Net Pledged Revenues, together with any estimated Transfer, for each such Fiscal Year, will be at least equal to 125% of the Senior Aggregate Annual Debt Service for each such Fiscal Year with respect to all Outstanding Senior Bonds, Unissued Senior Program Bonds and the proposed Additional Senior Bonds (calculated as if the proposed

Additional Senior Bonds and the full Senior Authorized Amount of such proposed Senior Program Bonds (as applicable) were then Outstanding).

For purposes of subparagraphs (a) and (b) above, the amount of any Transfer taken into account may not exceed 25% of the Senior Annual Debt Service or Senior Aggregate Annual Debt Service, as applicable, on the Outstanding Senior Bonds, Unissued Senior Program Bonds, the proposed Additional Senior Bonds and the full Senior Authorized Amount of such proposed Senior Program Bonds, as applicable, for such applicable Fiscal Year or such other applicable period.

For purposes of subsection (b)(ii) above, in estimating Net Pledged Revenues, the Consultant may take into account (1) Pledged Revenues from Specified LAX Projects or LAX Airport Facilities reasonably expected to become available during the period for which the estimates are provided, (2) any increase in fees, rates, charges, rentals or other sources of Pledged Revenues which have been approved by the Department and will be in effect during the period for which the estimates are provided and (3) any other increases in Pledged Revenues which the Consultant believes to be a reasonable assumption for such period. With respect to LAX Maintenance and Operation Expenses, the Consultant may use such assumptions as the Consultant believes to be reasonable, taking into account: (i) historical LAX Maintenance and Operation Expenses, (ii) LAX Maintenance and Operation Expenses associated with the Specified LAX Projects and any other new LAX Airport Facilities, and (iii) such other factors, including inflation and changing operations or policies of the Department, as the Consultant believes to be appropriate. The Consultant may include in the certificate or in a separate accompanying report a description of the assumptions used and the calculations made in determining the estimated Net Pledged Revenues and may also set forth the calculations of Senior Aggregate Annual Debt Service, which calculations may be based upon information provided by another Consultant.

For purposes of preparing the certificate or certificates described above, the Consultant or Consultants or the Authorized Representative may rely upon financial statements prepared by the Department which have not been subject to audit by an independent certified public accountant if audited financial statements for the Fiscal Year or period are not available; provided, however, that an Authorized Representative will certify as to their accuracy and that such financial statements were prepared substantially in accordance with generally accepted accounting principles, subject to year-end adjustments.

Neither of the certificates described above under subparagraphs (a) or (b) will be required if:

(1) the Senior Bonds being issued are for the purpose of refunding then Outstanding Senior Bonds and there is delivered to the Senior Trustee, instead, a certificate of an Authorized Representative showing that Senior Aggregate Annual Debt Service for each Fiscal Year after the issuance of the Refunding Senior Bonds will not exceed Senior Aggregate Annual Debt Service for each Fiscal Year prior to the issuance of such Refunding Senior Bonds;

(2) the Senior Bonds being issued constitute Senior Notes and there is delivered to the Senior Trustee, instead, a certificate prepared by an Authorized Representative showing that the principal amount of the proposed Senior Notes being issued, together with the principal amount of any Senior Notes then Outstanding, does not exceed 10% of the Net Pledged Revenues for any 12 consecutive months out of the most recent 24 months immediately preceding the issuance of the proposed Senior Notes and there is delivered to the Senior Trustee a certificate of an Authorized Representative showing that for each of the Fiscal Years during which the Senior Notes will be Outstanding, and taking into account the debt service becoming due on such Senior Notes, the Department will be in compliance with the rate covenant under the Master Senior Indenture (as described above under “—Senior Rate Covenant”); or

(3) if the Senior Bonds being issued are to pay costs of completing a Specified LAX Project for which Senior Bonds have previously been issued and the principal amount of such Senior Bonds being issued for completion purposes does not exceed an amount equal to 15% of the principal amount of the Senior Bonds originally issued for such Specified LAX Project and reasonably allocable to the Specified LAX Project to be completed as shown in a written certificate of an Authorized Representative and there is delivered to the Senior Trustee (i) a Consultant’s certificate stating that the nature and purpose of such Specified LAX Project has not materially changed and (ii) a certificate of an Authorized Representative to the effect that (A) all of the proceeds (including investment earnings on amounts in the Construction Fund allocable to such Specified LAX Project) of the original Senior Bonds issued to finance such Specified LAX Project have been or will be used to pay Costs of the Specified LAX Project, (B) the then estimated

Costs of the Specified LAX Project exceed the sum of the Costs of the Specified LAX Project already paid plus moneys available in the Construction Fund established for the Specified LAX Project (including unspent proceeds of the Senior Bonds previously issued for such purpose), and (C) the proceeds to be received from the issuance of such Senior Bonds plus moneys available in the Construction Fund established for the Specified LAX Project (including unspent proceeds of the Senior Bonds previously issued for such purpose) will be sufficient to pay the remaining estimated Costs of the Specified LAX Project.

The certificate described in (1) above is expected to be delivered by an Authorized Representative in connection with the issuance of the Series 2018B Senior Bonds.

The Department has covenanted in the Master Senior Indenture that so long as any Senior Bonds are Outstanding, it will not, except as specifically provided in Master Senior Indenture, grant any prior or parity pledge of or any security interest in the Net Pledged Revenues or any of the other security which is pledged pursuant to the Master Senior Indenture, or create or permit to be created any charge or lien thereon or any security interest therein ranking prior to or on a parity with the charge or lien of the Senior Bonds (including Additional Senior Bonds) from time to time Outstanding under the Master Senior Indenture. The Department may, as provided in the Master Senior Indenture, grant a lien on or security interest in the Net Pledged Revenues to secure Subordinate Obligations and Third Lien Obligations. The Department may issue bonds for capital improvements at its other airports pursuant to separate indentures, which bonds will not be secured by a pledge of LAX Revenues. In addition, the Department may issue LAX Special Facility Obligations. See “SPECIAL FACILITY FINANCINGS – LAX Special Facility Obligations.”

Passenger Facility Charges

Passenger Facility Charges – Pledged Revenues

Pledged Revenues do not include PFC revenues unless otherwise included in Pledged Revenues pursuant to a Supplemental Senior Indenture. The Department has not elected, and the Department has no current plans to elect, to include PFC revenues in Pledged Revenues. The Department has not pledged PFC revenues to the payment of the Senior Bonds or the Subordinate Obligations, and the Department has no current plans to pledge PFC revenues to the payment of the Senior Bonds or the Subordinate Obligations. Although PFC revenues are not included in Pledged Revenues and have not been pledged to the payment of debt service on the Senior Bonds and/or the Subordinate Obligations, the Department expects to (to the extent approved by the FAA) use PFC revenues to pay a portion of the debt service on certain Senior Bonds and/or certain Subordinate Obligations which are or become PFC Eligible Obligations. For additional information regarding PFC revenues and the Department’s expected use of PFC revenues, see “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – Passenger Facility Charges,” “CERTAIN INVESTMENT CONSIDERATIONS – Considerations Regarding Passenger Facility Charges” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – FUNDING THE AIRPORT CAPITAL PROGRAM – PFC Revenues.”

Passenger Facility Charges – Exclusion from Rate Covenant and Additional Bonds Tests

Debt service paid with PFC revenues is not included in the calculation of the rate covenants set forth in the Master Senior Indenture and the Master Subordinate Indenture. Additionally, debt service on Additional Senior Bonds and Additional Subordinate Obligations expected to be paid from irrevocably committed PFC revenues is not included in the additional bonds tests set forth in the Master Senior Indenture and the Master Subordinate Indenture. As of the date of this Official Statement, the Department has not irrevocably committed any PFC revenues to the payment of debt service on PFC Eligible Obligations.

Permitted Investments

Moneys held by the Senior Trustee under the Senior Indenture, including moneys in the Senior Debt Service Funds (and the accounts therein) and in the Senior Reserve Fund, may be invested as directed by the Department in Senior Permitted Investments, subject to the restrictions set forth in the Senior Indenture and subject to restrictions imposed upon the Department by the Charter. Investments held in the Senior Reserve Fund cannot exceed a maturity of five years.

All moneys held in the Airport Revenue Fund are currently invested by the City Treasurer in investments authorized by State law. Pursuant to State law, the City Treasurer must present an annual investment policy to the City Council for confirmation. The City has provided to the Department its “City of Los Angeles Investment

Policy” for the current fiscal year which authorizes the City Treasurer to invest the City’s funds in a manner which maximizes safety, liquidity, yield and diversity. See “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Investment Practices of the City Treasurer.”

Events of Default and Remedies; No Acceleration

Senior Events of Default under the Senior Indenture and related remedies are described in APPENDIX C-2 – “SUMMARY OF THE MASTER SENIOR INDENTURE – Senior Events of Default and Remedies.” The occurrence of a Senior Event of Default does not grant any right to accelerate payment of the Senior Bonds to any of the Senior Trustee, the Subordinate Trustee, or the Holders of the Senior Bonds, or the Subordinate Obligations. The Senior Trustee is authorized to take certain actions upon the occurrence of a Senior Event of Default, including proceedings to enforce the obligations of the Department under the Senior Indenture.

Except as described in the following sentence, the occurrence of an event of default with respect to the Subordinate Obligations does not grant any right to accelerate payment of the Subordinate Obligations or the Senior Bonds to any of the Subordinate Trustee, the Senior Trustee, or the Holders of the Subordinate Obligations or the Senior Bonds. Pursuant to the CP Reimbursement Agreements the Department granted to the CP Banks (as defined below) the right to accelerate any payments due the CP Banks upon an event of default under the CP Reimbursement Agreements. The Subordinate Trustee is authorized to take certain actions upon the occurrence of a Subordinate Event of Default, including proceedings to enforce the obligations of the Department under the Subordinate Indenture. See APPENDIX C-4 – “SUMMARY OF THE MASTER SUBORDINATE INDENTURE – Subordinate Events of Default and Remedies.” See also “OUTSTANDING OBLIGATIONS AND DEBT SERVICE SCHEDULE – Subordinate Bonds and Subordinate Commercial Paper Notes.”

Amendments to the Master Senior Indenture

On June 1, 2016, pursuant to a Supplemental Senior Indenture, the Department amended certain provisions of the Master Senior Indenture which are more particularly described in APPENDIX D-1 — “AMENDMENTS TO THE MASTER SENIOR INDENTURE” (the “Master Senior Indenture Amendments”).

The Master Senior Indenture Amendments cannot become effective until the earlier of: (a) the date none of the Existing Senior Bonds, other than the Series 2016C Senior Bonds, remain Outstanding (the “Prior Existing Senior Bonds”), or (b) the date the Department receives the written consent of 51% or more of the Bondholders of the Outstanding Prior Existing Senior Bonds (the “Master Senior Indenture Amendments”).

The Master Senior Indenture Amendments do not require the consent of the purchasers of the Series 2018B Senior Bonds in order to become effective. Any purchaser of the Series 2018B Senior Bonds will be purchasing the Series 2018B Senior Bonds subject to the Master Senior Indenture Amendments. The Department will not be requesting a separate written consent from the purchasers of the Series 2018B Senior Bonds for the Master Senior Indenture Amendments.

As of the date of this Official Statement, the Department has no plans to solicit the written consent of the Bondholders of the Outstanding Prior Existing Senior Bonds, and therefore, in all likelihood, the Master Senior Indenture Amendments will not become effective until the date the Outstanding Prior Existing Senior Bonds are no longer Outstanding.

Amendments to the Master Subordinate Indenture

On June 1, 2016, pursuant to a Supplemental Subordinate Indenture, the Department amended certain provisions of the Master Subordinate Indenture which are more particularly described in APPENDIX D-2 – “AMENDMENTS TO THE MASTER SUBORDINATE INDENTURE” (collectively, the “Master Subordinate Indenture Amendments”). The amendments to the Master Subordinate Indenture do not require the consent of the holders of the Senior Bonds (including the Series 2018B Senior Bonds) and are provided in this Official Statement for informational purposes only.

For more information about the Subordinate Indenture see APPENDIX C-4 “SUMMARY OF THE MASTER SUBORDINATE INDENTURE.”

OUTSTANDING OBLIGATIONS AND DEBT SERVICE SCHEDULE

Senior Bonds

Pursuant to the Senior Indenture, the Department has previously issued and, as of March 15, 2018, there were outstanding \$3,510,415,000 aggregate principal amount of Existing Senior Bonds. The Existing Senior Bonds are secured by a pledge of and lien on Net Pledged Revenues. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS – Flow of Funds.” The following table sets forth information about the Existing Senior Bonds that were outstanding as of March 15, 2018.

TABLE 1
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
EXISTING SENIOR BONDS
AS OF MARCH 15, 2018

Series	Original Principal Amount	Principal Amount Outstanding	Final Maturity (May 15)
2008A ⁽¹⁾	\$ 602,075,000	\$ 279,025,000	2038
2009A	310,410,000	270,800,000	2039
2010A	930,155,000	870,185,000	2040
2010D	875,805,000	837,165,000	2040
2012A	105,610,000	79,940,000	2029
2012B	145,630,000	133,480,000	2037
2012C	27,870,000	15,825,000	2019
2013A	170,685,000	170,685,000	2043
2015A	267,525,000	262,030,000	2045
2015B	47,925,000	47,075,000	2045
2015D	296,475,000	290,785,000	2041
2015E	27,850,000	27,010,000	2041
2016C	226,410,000	226,410,000	2038
Total	\$ 4,034,425,000	\$ 3,510,415,000	

⁽¹⁾ See “PLAN OF REFUNDING” for a discussion of the refunding of the Refunded Series 2008A Senior Bonds.
Source: Department of Airports of the City of Los Angeles.

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Subordinate Bonds and Subordinate Commercial Paper Notes

Pursuant to the Subordinate Indenture, the Department has previously issued and, as of March 15, 2018, there were outstanding \$2,271,495,000 aggregate principal amount of the Existing Subordinate Bonds. Additionally, pursuant to the Subordinate Indenture, the Department is authorized to issue and to have outstanding, from time to time, up to \$500,000,000 aggregate principal amount of its Subordinate Commercial Paper Notes. As of March 15, 2018, there were Subordinate Commercial Paper Notes outstanding with a maturity value of approximately \$51.6 million. The Subordinate Bonds and the Subordinate Commercial Paper Notes are and will be secured by a pledge of and lien on Subordinate Pledged Revenues. The following table sets forth information about the Existing Subordinate Bonds and the Subordinate Commercial Paper Notes that were outstanding as of March 15, 2018.

The Department also expects to issue Subordinate Commercial Paper Notes to pay capitalized interest with respect to portions of the Capital Program.

TABLE 2
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
EXISTING SUBORDINATE BONDS AND SUBORDINATE COMMERCIAL PAPER NOTES
AS OF MARCH 15, 2018

Subordinate Obligations	Original Principal Amount	Principal Amount Outstanding	Final Maturity Date
Existing Subordinate Bonds			
- Series 2008C	\$ 243,350,000	\$ 11,540,000	May 15, 2019
- Series 2009C	307,350,000	290,455,000	May 15, 2039
- Series 2009E	39,750,000	13,055,000	May 15, 2020
- Series 2010B	134,680,000	134,680,000	May 15, 2040
- Series 2010C	59,360,000	59,360,000	May 15, 2040
- Series 2013B	71,175,000	67,650,000	May 15, 2038
- Series 2015C	181,805,000	180,165,000	May 15, 2038
- Series 2016A	289,210,000	287,605,000	May 15, 2042
- Series 2016B	451,170,000	451,170,000	May 15, 2046
- Series 2017A	260,610,000	260,610,000	May 15, 2047
- Series 2017B	88,730,000	88,730,000	May 15, 2042
- Series 2018A ⁽¹⁾	426,475,000	426,475,000	May 15, 2048
Total Existing Subordinate Bonds	\$ 2,553,665,000	\$ 2,271,495,000	
Subordinate Commercial Paper Notes			
- Series A ⁽²⁾	-- ⁽⁵⁾	--	Various ⁽⁶⁾
- Series B ⁽³⁾	-- ⁽⁵⁾	10,408,000	Various ⁽⁶⁾
- Series C ⁽⁴⁾	-- ⁽⁵⁾	41,222,000	Various ⁽⁶⁾
Total Subordinate Commercial Paper Notes		\$ 51,630,000	
Total outstanding Existing Subordinate Bonds and Subordinate Commercial Paper Notes		\$2,323,125,000	

⁽¹⁾ The Series 2018A Subordinate Bonds were issued on March 15, 2018.

⁽²⁾ The Subordinate Commercial Paper Notes Series A (Governmental – Non AMT) may be issued in various Subseries designated Subseries A-1 through A-3.

⁽³⁾ The Subordinate Commercial Paper Notes Series B (Private Activity - AMT) may be issued in various Subseries designated Subseries B-1 through B-3.

⁽⁴⁾ The Subordinate Commercial Paper Notes Series C (Federally Taxable) may be issued in various Subseries designated Subseries C-1 through C-3.

⁽⁵⁾ Original Principal Amount of Subordinate Commercial Paper Notes varies.

⁽⁶⁾ The Subordinate Commercial Paper Notes have rolling maturities of 270 days or less.

Source: Department of Airports of the City of Los Angeles

Each Series of Subordinate Commercial Paper Notes is divided into three Subseries designated Subseries A-1 through A-3, Subseries B-1 through B-3, and Subseries C-1 through C-3. The Subordinate Commercial Paper Notes are issuable in maturities of 1 to 270 days. The Department utilizes the proceeds of Subordinate Commercial Paper Notes to, among other things, finance capital projects at LAX, fund capitalized interest on a portion of the Outstanding Senior Bonds and Subordinate Bonds and to pay maturing Subordinate Commercial Paper Notes.

To provide credit support for the Subordinate Commercial Paper Notes, the Department entered into three separate reimbursement agreements (collectively, the “CP Reimbursement Agreements”) with Sumitomo Mitsui Banking Corporation, acting through its New York Branch, Barclays Bank PLC and Wells Fargo Bank, National Association, respectively (collectively, the “CP Banks”), pursuant to which each CP Bank issued a separate irrevocable transferable direct-pay letter of credit (collectively, the “CP Letters of Credit”). Each CP Letter of Credit provides credit support for the timely payment of the principal of and interest on certain specified Subseries of the Subordinate Commercial Paper Notes as described in more detail in the following table.

CP Bank	Subseries of Subordinate Commercial Paper Notes Supported by CP Letter of Credit	Principal Amount of Subordinate Commercial Paper Notes Supported by CP Letter of Credit	Total Stated Amount of CP Letter of Credit⁽¹⁾	CP Letter of Credit Termination Date⁽²⁾
Sumitomo Mitsui Banking Corporation, acting through its New York Branch	A-1, B-1, C-1	\$ 200,000,000	\$218,000,000	September 11, 2020
Barclays Bank PLC	A-2, B-2, C-2	\$ 100,000,000	\$109,000,000	September 11, 2020
Wells Fargo Bank, National Association	A-3, B-3, C-3	\$ 200,000,000	\$218,000,000	September 11, 2020

⁽¹⁾ Equal to principal of Subordinate Commercial Paper Notes supported by CP Letter of Credit plus interest on such Subordinate Commercial Paper Notes accruing at a rate of 12% for 270 days based on 360-day year.

⁽²⁾ Unless extended or terminated sooner in accordance with the respective terms of the CP Letter of Credit.

Each CP Letter of Credit only supports the payment of the principal of or interest on the applicable Subseries of Subordinate Commercial Paper Notes.

In the event the Department does not immediately reimburse a CP Bank for a drawing under the applicable CP Letter of Credit, the Department is required pursuant to the applicable CP Reimbursement Agreement to pay all principal of and interest due to the applicable CP Bank as a result of such drawing within five years of the applicable date of the original drawing. Upon the happening of an event of default under a CP Reimbursement Agreement the obligations of the Department to the applicable CP Bank may become immediately due and payable. Events of default under the CP Reimbursement Agreements include, but are not limited to (i) failure to pay principal of or interest on any drawing, advance or other obligations under the applicable CP Reimbursement Agreement, (ii) failure to perform the terms of the applicable CP Reimbursement Agreement, (iii) defaults in any payment of any debt secured by a charge, lien or encumbrance on the Net Pledged Revenues or the Subordinate Pledged Revenues and (iv) certain downgrades of the Senior Bonds. Any obligations of the Department incurred pursuant to the CP Reimbursement Agreements are secured by Subordinate Pledged Revenues on parity with the Existing Subordinate Bonds and the Subordinate Commercial Paper Notes. Redacted copies of the CP Reimbursement Agreements are available on the MSRB’s Electronic Municipal Market Access (“EMMA”) website.

Debt Service Requirements

The following table sets forth debt service requirements on the Existing Senior Bonds, the Series 2018B Senior Bonds and the Existing Subordinate Bonds:

TABLE 3
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
SENIOR BONDS AND SUBORDINATE BONDS DEBT SERVICE REQUIREMENTS⁽¹⁾

Fiscal Year	Total Debt Service on Existing Senior Bonds⁽²⁾	Principal Requirements on Series 2018B Senior Bonds	Interest Requirements on Series 2018B Senior Bonds	Total Debt Service on Series 2018B Senior Bonds	Total Debt Service on Outstanding Senior Bonds	Total Debt Service on Existing Subordinate Bonds⁽³⁾⁽⁴⁾	Total Debt Service⁽³⁾⁽⁴⁾
2018	\$ 251,187,676	--	--	--	\$ 251,187,676	\$ 121,729,243	\$ 372,916,919
2019	238,830,601	--	\$ 12,363,125	\$ 12,363,125	251,193,726	156,991,905	408,185,631
2020	238,839,451	--	11,325,000	11,325,000	250,164,451	156,525,827	406,690,279
2021	238,825,006	--	11,325,000	11,325,000	250,150,006	159,110,359	409,260,364
2022	238,832,767	--	11,325,000	11,325,000	250,157,767	159,112,952	409,270,719
2023	238,825,575	--	11,325,000	11,325,000	250,150,575	157,536,547	407,687,122
2024	225,711,417	\$ 16,580,000	11,325,000	27,905,000	253,616,417	157,538,011	411,154,428
2025	225,455,167	17,670,000	10,496,000	28,166,000	253,621,167	156,920,118	410,541,285
2026	225,448,004	18,560,000	9,612,500	28,172,500	253,620,504	157,541,552	411,162,056
2027	225,440,267	19,485,000	8,684,500	28,169,500	253,609,767	157,539,326	411,149,093
2028	237,774,929	8,120,000	7,710,250	15,830,250	253,605,179	157,530,124	411,135,304
2029	224,779,817	21,525,000	7,304,250	28,829,250	253,609,067	157,540,800	411,149,867
2030	224,774,404	22,605,000	6,228,000	28,833,000	253,607,404	157,536,380	411,143,784
2031	224,910,379	23,615,000	5,097,750	28,712,750	253,623,129	157,541,235	411,164,365
2032	224,778,304	24,920,000	3,917,000	28,837,000	253,615,304	157,532,182	411,147,486
2033	224,757,067	26,170,000	2,671,000	28,841,000	253,598,067	157,529,986	411,128,053
2034	225,010,104	27,250,000	1,362,500	28,612,500	253,622,604	157,532,407	411,155,011
2035	259,675,479	--	--	--	259,675,479	157,544,211	417,219,690
2036	259,664,003	--	--	--	259,664,003	157,543,815	417,207,818
2037	260,893,113	--	--	--	260,893,113	157,269,593	418,162,706
2038	245,766,479	--	--	--	245,766,479	157,673,147	403,439,626
2039	238,750,188	--	--	--	238,750,188	153,680,825	392,431,012
2040	244,355,750	--	--	--	244,355,750	148,076,144	392,431,894
2041	59,969,750	--	--	--	59,969,750	129,893,075	189,862,825
2042	27,122,250	--	--	--	27,122,250	124,437,325	151,559,575
2043	27,124,500	--	--	--	27,124,500	110,775,825	137,900,325
2044	20,694,500	--	--	--	20,694,500	106,055,325	126,749,825
2045	20,706,000	--	--	--	20,706,000	101,715,825	122,421,825
2046	--	--	--	--	--	101,714,638	101,714,638
2047	--	--	--	--	--	68,268,625	68,268,625
2048	--	--	--	--	--	43,385,300	43,385,300
Total	\$ 5,598,902,947	\$ 226,500,000	\$ 132,071,875	\$ 358,571,875	\$ 5,957,474,822	\$ 4,361,322,627	\$ 10,318,797,449

⁽¹⁾ Totals may not add due to individual rounding. Debt service on the Subordinate Commercial Paper Notes (which may be outstanding from time to time up to \$500 million aggregate principal amount) and payment obligations under the CP Reimbursement Agreements are not reflected in this table. As of March 15, 2018, approximately \$51.6 million of Subordinate Commercial Paper Notes are outstanding. For additional information on these obligations, see "Subordinate Bonds and Subordinate Commercial Paper Notes" above.

⁽²⁾ Excludes debt service on the Refunded Series 2008A Senior Bonds. See "PLAN OF REFUNDING."

⁽³⁾ Interest on the Series 2009C Subordinate Bonds and the Series 2010C Subordinate Bonds does not reflect the application of the cash subsidy payments the Department expects to receive from the United States Treasury.

⁽⁴⁾ Includes debt service on the Series 2018A Subordinate Bonds which were issued on March 15, 2018. See "INTRODUCTION – Existing Subordinate Obligations."

Source: Department of Airports of the City of Los Angeles.

Future Financings

The Department is currently reviewing plans to issue approximately \$3.1 billion in aggregate principal amount of Additional Senior Bonds and approximately \$2.6 billion in aggregate principal amount of Additional Subordinate Obligations through Fiscal Year 2024 to, among other things, complete the Capital Program. The Airport Consultant's forecast period continues through Fiscal Year 2024, the first Fiscal Year in which all of the debt service (net of capitalized interest) associated with the Additional Senior Bonds and Additional Subordinate Obligations occurs.

During the Airport Consultant's forecast period (through Fiscal Year 2024), the Department may pursue additional capital projects and acquisitions beyond those described in the preceding paragraph. Generally, such projects and acquisitions are referred to in this Official Statement and the Report of the Airport Consultant as Other Projects. Large components of the Other Projects may include, for example, the CONRAC (as defined below), the Intermodal Transportation Facilities (as defined below), and certain parking projects to support these potential projects. Any Other Projects and the funding of Other Projects and any additional Pledged Revenues and LAX Maintenance and Operation Expenses associated with the Other Projects are not included in the Report of the Airport Consultant. Funding sources for such Other Projects may include, among other things, the net proceeds from Additional Senior Bonds and/or Additional Subordinate Obligations.

See "CERTAIN INVESTMENT CONSIDERATIONS – Delays and Cost Increases; Future Capital Projects; Additional Indebtedness," "AIRPORT AND CAPITAL PLANNING" and APPENDIX A – "REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – CAPITAL PROGRAM" for a discussion of certain projects the Department is considering undertaking and the Other Projects.

Additionally, the Department continuously evaluates refunding opportunities and, when economically beneficial, may refund one or more Series of Senior Bonds and/or Subordinate Bonds.

Other Obligations

General Obligation Bonds

The City last issued general obligation bonds for Department purposes in 1956, and those bonds were retired in February 1990. The Board has covenanted in the Master Senior Indenture not to adopt a resolution determining that Pledged Revenues be used to pay general obligation bonds of the City on a senior lien basis. There are currently no outstanding general obligation bonds of the City for Department purposes issued or authorized but unissued.

Other Repayment Obligations

Under certain circumstances the obligation of the Department, pursuant to a written agreement, to reimburse the provider of a Credit Facility or a Liquidity Facility (a "Repayment Obligation") may be secured by a pledge of and lien on Net Pledged Revenues on parity with the Senior Bonds or by a pledge of and lien on Subordinate Pledged Revenues on a parity with the Subordinate Obligations. See "—Subordinate Bonds and Subordinate Commercial Paper Notes" above for additional information about the pledge of and lien on Subordinate Pledged Revenues granted to the CP Banks in connection with the CP Banks' issuance of the CP Letters of Credit.

If a Credit Provider or Liquidity Provider advances funds to pay principal of or interest on or to purchase Senior Bonds, all or a portion of the Department's Repayment Obligation may be afforded the status of a Senior Bond under the Master Senior Indenture. The Department currently does not have any Senior Repayment Obligations outstanding. Additionally, if a Credit Provider or Liquidity Provider advances funds to pay principal of or interest on or to purchase Subordinate Obligations as applicable, all or a portion of the Department's Repayment Obligations may be afforded the status of a Subordinate Obligation under the Master Subordinate Indenture. The Department currently does not have any Subordinate Repayment Obligations outstanding. See APPENDIX C-2 – "SUMMARY OF THE MASTER SENIOR INDENTURE – Senior Repayment Obligations Afforded Status of Senior Bonds" and APPENDIX C-4 – "SUMMARY OF THE MASTER SUBORDINATE INDENTURE – Subordinate Repayment Obligations Afforded Status of Subordinate Obligations."

Credits

The Department from time to time has provided credits to its Aeronautical Users (as defined below) that may be applied as an offset against amounts otherwise due to the Department by such Aeronautical Users as charges for use of LAX facilities, including amounts owed pursuant to the Airport Terminal Tariff or landing fees. Because

these credits are applied as an offset to amounts owed to the Department by such Aeronautical Users, the Department receives less money from these Aeronautical Users than such Aeronautical User would otherwise provide absent the credit. Thus, although the credits are not secured by any pledge of or lien on the Department's revenues, the effect of using such credits is the creation of a higher payment priority for such credits than for the Senior Bonds (including the Series 2018B Senior Bonds) and Subordinate Obligations. Credits are discussed in greater detail under "USE OF AIRPORT FACILITIES – Department Acquisition of Certain Terminal Improvements; Credits." See also "SPECIAL FACILITY FINANCINGS – Conduit Financings."

CERTAIN INVESTMENT CONSIDERATIONS

The purchase and ownership of the Series 2018B Senior Bonds involve investment risk and may not be suitable for all investors. Prospective investors are urged to read this Official Statement, including its appendices, in its entirety. The factors set forth in this Official Statement, among others, may affect the security for and/or trading value of the Series 2018B Senior Bonds. The information contained in this Official Statement relates solely to the Series 2018B Senior Bonds and speaks only as of the date of this Official Statement. The information in this Official Statement does not purport to be a comprehensive or exhaustive discussion of all risks or other considerations that may be relevant to an investment in the Series 2018B Senior Bonds. Other factors may exist which may be material to investors based on their respective individual characteristics. In addition, the order in which the following information is presented is not intended to reflect the relative importance of any such considerations. Additional risk factors relating to the purchase of Series 2018B Senior Bonds are described throughout this Official Statement, whether or not specifically designated as risk factors. Additional risks and uncertainties not presently known, or currently believed to be immaterial, may also materially and adversely affect, among other things, Net Pledged Revenues or individual investors. In addition, although the various risks discussed in this Official Statement are generally described separately, prospective investors of the Series 2018B Senior Bonds should consider the potential effects of the interplay of multiple risk factors. Where more than one significant risk factor is present, the risk of loss to an investor may be significantly increased. There can be no assurance that other risks or considerations not discussed in this Official Statement are or will not become material in the future.

Demand for Air Travel, Aviation Activity and Related Matters

The Senior Bonds are payable solely from Net Pledged Revenues and other available funds. Net Pledged Revenues and PFC revenues depend significantly on the level of aviation activity, enplaned passenger traffic at LAX and passenger spending at airport facilities.

Air travel demand has historically correlated to the national economy, generally, and consumer income and business profits in particular. The long term implications of recent economic and political conditions are unclear. A lack of sustainable economic growth or unexpected events could negatively affect, among other things, financial markets, commercial activity and consumer spending. There can be no assurance that economic and political turmoil or lack of sustainable economic growth will not adversely affect demand for travel.

The level of aviation activity and enplaned passenger traffic at LAX depend upon and are subject to a number of factors including those discussed above and other economic and political conditions; international hostilities; world health concerns; aviation security concerns including criminal and terrorist incidents; federal government mandated security measures that may result in additional taxes and fees, longer passenger processing and wait times and other inconveniences as discussed in more detail under "—Security Concerns" below; accidents involving commercial passenger aircraft; airline service and routes; airline fares and competition; airline industry economics, including labor relations, fuel prices, aging aircraft fleets and other factors discussed in more detail under "—Financial Condition of the Airlines" below; capacity of and changes to (including any privatization of) the national air traffic control and airport systems; competition from other airports; reliability of air service; business travel substitutes, including teleconferencing, videoconferencing and web-casting; consumer price sensitivity; changes in law and the application thereof and other factors discussed in more detail under "—Changes in Law and the Application Thereof" and the capacity, availability and convenience of service at LAX, among others. An outbreak of a disease or similar public health threat that affects travel demand or travel behavior, or travel restrictions or reduction in the demand for air travel caused by an outbreak of a disease or similar public health threat in the future, could have a material adverse impact on the airline industry and result in substantial reductions in and/or cancellations of, bookings and flights.

In addition to revenues from airlines, the Department derives a substantial portion of its revenues from concessionaires including parking operations, terminal commercial manager concessions, duty free concessions,

food and beverage concessions, retail concessions, rental cars and transportation network companies. See “USE OF AIRPORT FACILITIES – Concession and Parking Agreements.” Declines in passenger traffic or changes in the way passengers transact with concessionaires may adversely affect the commercial operation of concessionaires and alter the mix of revenues at LAX. While the Department’s many agreements with concessionaires require the concessionaires to pay a minimum annual guarantee, severe financial difficulties could lead to a failure by one or more concessionaires and consequently, create risk for the required payments and interruption of such concessionaires operations. See also “—Financial Condition of the Airlines; Effect of Airline Industry Consolidation; Effect of Airline and Concessionaire Bankruptcies.”

Many of these factors are outside the Department’s control. Changes in demand, decreases in aviation activity, changes in passenger consumer behavior and developments in vehicle use and mobility and their potential effects on enplaned passenger traffic and revenues at LAX may result in reduced Net Pledged Revenues, Subordinate Pledged Revenues and PFC revenues. A number of these factors are discussed in APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRLINE TRAFFIC AND ECONOMIC ANALYSES – KEY FACTORS AFFECTING FUTURE AIRLINE TRAFFIC.”

Financial Condition of the Airlines; Effect of Airline Industry Consolidation; Effect of Airline and Counterparty Bankruptcies

Financial Condition of the Airlines. The ability of the Department to generate Pledged Revenues and Net Pledged Revenues depends, in part, upon the financial health of the aviation industry. The economic condition of the industry has historically been volatile, and the aviation industry has undergone significant changes, including mergers, acquisitions, bankruptcies and closures in recent years. Further, the aviation industry is sensitive to a variety of factors, including the cost and availability of labor, fuel, aircraft, supplies and insurance; general economic conditions; international trade; currency values; competitive considerations, including the effects of airline ticket pricing; traffic and airport capacity constraints; governmental regulation, including security and climate change-related regulations; taxes imposed on airlines and passengers; maintenance and environmental requirements; passenger demand for air travel; strikes and other union activities; availability of financing; and disruptions caused by airline accidents, criminal incidents, public health concerns and acts of war or terrorism.

Due to the discretionary nature of business and personal travel spending, airline passenger traffic and revenues are influenced by the state of the national economy (see the factors discussed in “—Demand for Air Travel, Aviation Activity and Related Matters” above), other regional and world economies, business profitability, security concerns and other factors. Significant structural changes to the airline industry have occurred in recent years, including reducing or eliminating service on unprofitable routes, reducing airline work forces, implementing pay cuts, streamlining operations and merging with other airlines. Airfares have become easier to compare, which has made pricing and marketing among airlines more competitive. The price of fuel has been a significant cost factor for the airline industry and affects airline earnings. Fuel prices are particularly sensitive to worldwide political instability, economic uncertainties and increased demand from developing economies, production disruption, regulations and weather. Changes in the costs of aviation fuel may have an adverse impact on air transportation industry profitability. Decreased passenger service by a specific airline or a decreased demand for air travel more generally could also adversely affect LAX Revenues, which are sensitive to passenger traffic levels. The Department does not make any representation concerning the financial health of any airline, and no assurance can be given regarding the impact, if any, that future unfavorable events affecting airline users or the airline industry more broadly might have upon Pledged Revenues, Net Pledged Revenues or the Department.

The aviation industry is cyclical and subject to intense competition and variable demand. Traffic volumes are responsive to a number of factors described above under “—Demand for Air Travel, Aviation Activity and Related Matters.” Airline debt levels fluctuate. The airlines are vulnerable to fuel price spikes, labor activity, recession and other external changes (such as change in laws or the application thereof, terrorism, pandemics, military conflicts and natural disasters). As a result, aviation industry-related financial performance, including those concessionaires that rely on airline passenger traffic and revenues for profitability, can fluctuate dramatically from one reporting period to the next. A reduction in the demand for air travel due to unfavorable economic conditions also limits airlines’ ability to raise fares to counteract increased fuel, labor and other costs. Deterioration in either the domestic and/or global economy may therefore have a material impact on revenue in the industry. Future increases in passenger traffic will depend largely on the ability of the U.S. and other countries to sustain growth in economic output and income. Following significant and dramatic changes which occurred in the financial markets in September 2008, the global economy experienced a recession followed by weak growth. There can be no

assurances that weak economic conditions or other national and international fiscal concerns would not have an adverse effect on the air transportation industry while the Series 2018B Senior Bonds remain outstanding. Finally, volatility in the financial and credit markets may have a material adverse effect on the financial condition of airline companies, because such economic conditions could make it difficult for certain airlines to obtain financing on acceptable terms to refinance certain maturing debt and to meet future capital commitments.

Consolidation of Airline Industry. The airline industry continues to evolve as a result of competition and changing demand patterns and it is possible that airlines serving LAX could consolidate operations through acquisition, merger, alliances, and code share sales strategies.

Major domestic airlines have joined or may be forming alliances with other major domestic airlines. Depending on which airlines serving LAX, if any, merge or join alliances, the result may be fewer flights by one or more airlines, which decrease could be significant. Such decreases could result in reduced Net Pledged Revenues, reduced passenger facility charge collections and increased costs for the airlines and concessionaires serving LAX. It is not possible at this time to predict the effect on gate usage at LAX, or the corresponding impact on Net Pledged Revenues, Subordinate Pledged Revenues, passenger facility charge collections or airline or concessionaires costs, as a result of unknown potential airline consolidations.

Effect of Contractual Counterparty Bankruptcies. A number of airlines and concessionaires (i.e., rental car companies) that served or are currently serving LAX have filed for bankruptcy protection in the past, and may do so in the future. Historically, bankruptcies of airlines operating at LAX have resulted in transitory reductions of service levels, even in cases where such airlines continued to operate in bankruptcy. Future bankruptcies, liquidations or major restructurings of other airlines and/or concessionaires or other contractual counterparties may occur. While it is not possible to predict the impact on LAX of future bankruptcies, liquidations or major restructurings of contractual counterparties, if a contractual counterparty has significant operations or obligations at LAX, its bankruptcy, liquidation or a major restructuring, could have a material adverse effect on revenues of the Department, operations at LAX, the costs to other contractual counterparties to operate at LAX (as, for instance, certain costs allocated to any such airline or concessionaire may be passed on to the remaining airlines or concessionaires under their respective agreements; there can be no assurance that such other contractual counterparties would be financially able to absorb the additional costs) and may result in delays or reductions in payments on Senior Bonds (including the Series 2018B Senior Bonds) and Subordinate Obligations.

In the event of a bankruptcy by a contractual counterparty operating at LAX, the automatic stay provisions of the United States Bankruptcy Code (the “Bankruptcy Code”) could prevent (unless approval of the bankruptcy court was obtained) an action to collect amounts owing by the contractual counterparty to the Department or other actions to enforce the obligations of the contractual counterparty to Department and/or the City (e.g., requirements to make capital investments under the applicable agreements). With the authorization of the Bankruptcy Court, the contractual counterparty may be able to repudiate some or all of its agreements with the Department and/or the City and stop performing its obligations (including payment obligations) under such agreements. The contractual counterparty may be able, without the consent and over the objection of the Department and/or the City, the Senior Trustee, the Subordinate Trustee and the holders of the Senior Bonds (including the Series 2018B Senior Bonds) and the Subordinate Obligations, to alter the terms, including the payment terms, of its agreements with the Department and/or the City, as long as the Bankruptcy Court determines that the alterations are fair and equitable. In addition, with the authorization of the Bankruptcy Court, the contractual counterparty may be able to assign its rights and obligations under any of its agreements with the Department and/or the City to another entity, despite any contractual provisions prohibiting such an assignment. The Senior Trustee, the Subordinate Trustee and the holders of the Senior Bonds (including the Series 2018B Senior Bonds) and the Subordinate Obligations, as applicable, may be required under the Bankruptcy Code to return to the contractual counterparty as preferential transfers any money that was used to make payments on the Senior Bonds (including the Series 2018B Senior Bonds) or the Subordinate Obligations and that was received by the Department from the contractual counterparty during the 90 days immediately preceding the filing of the bankruptcy petition. Claims by the Department and/or the City under any agreement with such contractual counterparty may be subject to further limitations under the Bankruptcy Code.

Pursuant to the Aviation Safety and Capacity Expansion Act of 1990 (P.L. 101-508) (the “1990 PFC Act”) and the Wendel H. Ford Aviation Investment and Reform Act for the 21st Century (P.L. 106-181) (“AIR 21,” and collectively with the 1990 PFC Act, the “PFC Acts”), the FAA has approved the Department’s applications to require the airlines to collect and remit to the Department a passenger facility charge on each enplaning revenue passenger at LAX. See “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – Passenger

Facility Charges.” The PFC Acts provide that PFC revenues collected by the airlines constitute a trust fund held for the beneficial interest of the eligible agency (i.e., the Department) imposing the PFC revenues, except for any handling fee or retention of interest collected on unremitted proceeds. In addition, federal regulations require airlines to account for passenger facility charge collections separately and to disclose the existence and amount of funds regarded as trust funds for financial statements. The airlines, however, are permitted to commingle passenger facility charge collections with other revenues and are also entitled to retain interest earned on passenger facility charge collections until such passenger facility charge collections are remitted. The bankruptcy courts have not fully addressed such trust arrangements. Therefore, the Department cannot predict how a bankruptcy court might rule on this matter in the event of a bankruptcy filing by one of the airlines operating at LAX. Regardless, the Department could be held to be an unsecured creditor with respect to unremitted PFC revenues held by an airline that has filed for bankruptcy protection. Additionally, the Department cannot predict whether an airline operating at LAX that files for bankruptcy protection would have properly accounted for the PFC revenues owed to the Department or whether the bankruptcy estate would have sufficient moneys to pay the Department in full for the PFC revenues owed by such airline. See “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – Passenger Facility Charges,” “—Considerations Regarding Passenger Facility Charges” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – FUNDING THE AIRPORT CAPITAL PROGRAM – PFC Revenues” for additional information about the Department’s expected use of PFC revenues.

Customer Facility Charge revenues collected by the rental car companies at LAX may constitute a trust fund held for the beneficial interest of the eligible agency (i.e., the Department) imposing the Customer Facility Charge, except for any handling fee or retention of interest collected on unremitted proceeds. The rental car companies may be permitted to commingle Customer Facility Charge collections with other revenues and may be entitled to retain interest earned on Customer Facility Charge collections until such Customer Facility Charge collections are remitted. The bankruptcy courts have not fully addressed such trust arrangements. Therefore, the Department cannot predict how a bankruptcy court might rule on this matter in the event of a bankruptcy filing by one of the rental car companies operating at LAX. Regardless, the Department could be held to be an unsecured creditor with respect to unremitted Customer Facility Charge revenues held by a rental car company that has filed for bankruptcy protection. Additionally, the Department cannot predict whether a rental car company operating at LAX that files for bankruptcy protection would have properly accounted for the Customer Facility Charge revenues owed to the Department or whether the bankruptcy estate would have sufficient moneys to pay the Department in full for the Customer Facility Charge revenues owed by such rental car company. See “USE OF AIRPORT FACILITIES – Concession and Parking Agreements – Rental Cars,” “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program,” “—Certain Other Projects – The CONRAC” and “—The Automated People Mover System” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM” for additional information about the Department’s expected use of Customer Facility Charge revenues.

With respect to a contractual counterparty in bankruptcy proceedings in a foreign country, the Department is unable to predict what types of orders and/or relief could be issued by foreign bankruptcy tribunals nor the extent to which any such orders would be enforceable in the United States.

Other possible effects of a bankruptcy of a contractual counterparty include, but may not be limited to, delays or reductions in revenues received by the Department and potentially in delays or reductions in payments on the Series 2018B Senior Bonds. Regardless of any specific adverse determinations in a contractual counterparty bankruptcy proceeding, the fact of a contractual counterparty bankruptcy proceeding could have an adverse effect on the liquidity and value of the Series 2018B Senior Bonds. The Department has not incurred any material losses from recent contractual counterparty bankruptcies. See also “USE OF AIRPORT FACILITIES” regarding performance guaranties required by the Department.

The Department makes no representation with respect to the continued viability of any of the carriers or contractual counterparties serving LAX, airline service patterns, or the impact of any contractual counterparty failures on the Net Pledged Revenues, Subordinate Pledged Revenues and passenger facility charge or Customer Facility Charge collections.

See also “AIRLINE INDUSTRY INFORMATION,” “LOS ANGELES INTERNATIONAL AIRPORT – Air Carriers Serving LAX” – Table 5, “—Aviation Activity” – Table 6 and Table 7 and “FINANCIAL AND

OPERATING INFORMATION CONCERNING LAX – Top Revenue Providers and Sources” – Table 12 and Table 13.

Security Concerns

Concerns about the safety of airline travel and the effectiveness of security precautions may influence passenger travel behavior and air travel demand, particularly in light of existing international hostilities, potential terrorist attacks and world health concerns, including epidemics and pandemics. As a result of terrorist activities, certain international hostilities and risk of violent crime, the Department has implemented enhanced security measures mandated by the FAA, the Transportation Security Administration (“TSA”), the Department of Homeland Security and Airport management. Current and future security measures may create significantly increased inconvenience, costs and delays at LAX which may give rise to the avoidance of air travel generally and the switching from air to ground travel modes and may adversely affect the Department’s operations, expenditures and revenues.

LAX has been the target of a foiled terrorist bombing plot and has been recognized as a potential terrorist target and has been the scene of a shooting where a TSA officer was killed and several other people were injured. Recent incidents at United States and international airports underscore this risk. LAX is a high profile public facility in a major metropolitan area. The Department cannot predict whether LAX or any of the Department’s other airports will be actual targets of terrorists or other violent acts in the future.

Computer networks and data transmission and collection are vital to the efficient operation of the airline industry. Air travel industry participants, including airlines, the FAA, the TSA, the Department, concessionaires and others collect and store sensitive data, including intellectual property, proprietary business information, information regarding customers, suppliers and business partners, and personally identifiable information of customers and employees. The secure processing, maintenance and transmission of this information is critical to air travel industry operations. Despite security measures, information technology and infrastructure may be vulnerable to attacks by hackers or breached due to employee error, malfeasance or other disruptions. Any such breach could compromise networks and the information stored there could be disrupted, accessed, publicly disclosed, lost or stolen. Any such disruption, access, disclosure or other loss of information could result in disruptions in the efficiency of the air travel industry, legal claims or proceedings, liability under laws that protect the privacy of personal information, regulatory penalties, operations and the services provided, and cause a loss of confidence in the air travel industry, which could ultimately adversely affect Department revenues.

Regulations and Restrictions Affecting LAX

The operations of LAX are affected by a variety of contractual, statutory and regulatory restrictions and limitations including extensive federal legislation and regulations, including, without limitation, the provisions of the Airport Terminal Tariff, terminal leases, the Rate Agreement (as defined herein), various grant assurances, the federal acts authorizing the imposition, collection and use of PFC revenues and extensive federal legislation and regulations applicable to all airports in the United States, all of which are subject to change in at times and in manners that the Department is unable to predict and which could have adverse consequences on the Department and/or the airlines and concessionaires operating at LAX.

In general, federal aviation law requires that airport fees charged to airlines and other Aeronautical Users be reasonable and that to receive federal grant funding, all airport generated revenues must be expended for the capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the airport owner that are directly and substantially related to air transportation of passengers or property. Although the Department believes it is in compliance with these requirements, the Department faces occasional challenges to the reasonableness of rates charged and payments made. See “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – Grants.” Further, no assurance can be given that additional challenges relating to the reasonableness of fees charged at LAX or the use of airport generated revenues will not be filed in the future. An adverse determination in a challenge or audit could limit the ability of the Department to charge airlines and other Aeronautical Users rates sufficient to meet the covenants in the Senior Indenture and the Subordinate Indenture which would require the Department to increase rates and fees charged to non-Aeronautical Users, could result in the loss of certain federal funding and could have a material adverse impact on the Pledged Revenues, the Net Pledged Revenues and the Subordinate Pledged Revenues. Further, federal grants are paid on a reimbursement basis and are subject to audit. Failure to comply with federal statutes and regulations can result in the loss of PFC revenues and federal grants.

The Internal Revenue Service (“IRS”) includes a Tax Exempt and Government Entities Division (the “TE/GE Division”), which has a subdivision that is specifically devoted to tax-exempt bond compliance. The Department can provide no assurance that, if an IRS examination of the Series 2018B Senior Bonds was undertaken, it would not adversely affect the market value of the Series 2018B Senior Bonds.

Climate change concerns have led to new laws and regulations at the federal and State levels that could have a material adverse effect on the Department’s operations and on airlines operating at LAX. The U.S. Environmental Protection Agency (the “EPA”) has taken steps towards the regulation of greenhouse gas (“GHG”) emissions under existing federal law. Those steps may in turn lead to further regulation of aircraft GHG emissions. On December 14, 2009, the EPA made an “endangerment and cause or contribute finding” under the Clean Air Act, codified at 40 C.F.R.1. In the finding, the EPA determined that the body of scientific evidence supported a finding that six identified GHGs – carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride – cause global warming, and that global warming endangers public health and welfare. The EPA also found that GHGs are a pollutant and that GHG emissions from motor vehicles cause or contribute to air pollution. This finding requires that the EPA regulate emissions of certain GHGs from motor vehicles. The Clean Air Act regulates aircraft emissions under provisions that are parallel to the requirements for motor vehicle emissions. Accordingly, the EPA may elect or be forced by the courts to regulate aircraft emissions as a result of this endangerment finding. While the EPA has not yet taken any action to regulate GHG emissions from aircraft, regulation may still be forthcoming. On July 5, 2011, the U.S. District Court for the District of Columbia issued an order concluding that the EPA has a mandatory obligation under the Clean Air Act to consider whether the greenhouse gas and black carbon emissions of aircraft engines endanger public health and welfare. The EPA is in the process of making its required determinations. The Department cannot predict what the EPA’s findings will be or what effect they will have on the Department or the air traffic at LAX.

In addition to these regulatory actions, other laws and regulations limiting GHG emissions have been adopted by a number of states, including California, and have been proposed on the federal level. California passed Assembly Bill 32, the California Global Warming Solutions Act of 2006 (“AB 32”), which requires the statewide level of GHGs to be reduced to 1990 levels by 2020. On October 20, 2011, the California Air Resources Board (“CARB”) made the final adjustments to its implementation of AB 32: the California cap-and-trade program (the “California Cap-and-Trade Program”). In August 2016, Senate Bill 32 was enacted and extends the California Cap-and-Trade Program and CARB to ensure that California-wide GHG emissions are reduced by at least 40% below the California-wide emissions limit not later than December 31, 2030. The Department’s annual metric tons of carbon dioxide equivalent (“MtCO₂e”) emissions exceed 25,000 metric tons and therefore the Department is required to participate in the California Cap-and-Trade Program. California Cap-and-Trade Program credits are market based, thus, the annual costs for participation in the program may vary. The California Cap-and-Trade Program may result in rising electricity and fuel costs, which may adversely affect the airlines serving LAX and the Department’s operations.

The South Coast Air Quality Management District (“SCAQMD”) also imposes rules and regulations specifically targeted to various air pollutants and types of operations such as hydrant fueling, private vehicle fueling, power generators, boilers and the use of various volatile organic chemical containing materials.

See “AIRPORT SYSTEM ENVIRONMENTAL MATTERS.”

It is not possible to predict whether future restrictions or limitations on operations at or affecting LAX will be imposed, whether future legislation or regulations will affect anticipated federal funding or passenger facility charge collections for capital projects for LAX or whether such restrictions or legislation or regulations would adversely affect Pledged Revenues.

See “CERTAIN INVESTMENT CONSIDERATIONS – Changes in Law and Application Thereof.”

Federal Funding; Impact of Federal Sequestration

On February 6, 2012, Congress passed a four-year reauthorization bill for the FAA, the FAA Modernization and Reform Act of 2012, which was signed into law on February 14, 2012 by the President. This was the first long-term FAA authorization since the last such authorization expired in 2007. Between 2007 and the 2012 reauthorization, there were 23 short-term extensions of the FAA’s authority and a two-week partial shutdown of the FAA in the summer of 2011. On September 28, 2017, Congress passed a short-term extension of the FAA’s authority that extended funding to March 31, 2018, the Disaster Tax Relief and Airport and Airway Extension Act of 2017, which was signed into law on September 29, 2017 by the President. As reauthorized, the FAA Extension,

Safety and Security Act of 2016 retained the federal cap on passenger facility charges at \$4.50 and continued funding for the Airport Improvement Program (“AIP”) through Federal fiscal year 2017. The AIP provides federal capital grants to support airport infrastructure, including entitlement grants (determined by formulas based on passenger, cargo, and general aviation activity levels) and discretionary grants (allocated on the basis of specific set-asides and the national priority ranking system). There can be no assurance that the Congress will enact and the President will sign an FAA reauthorization act or provide for an additional extension before the current authorization expires. Failure to adopt such legislation may have a material, adverse impact on the AIP grant program and the Department. In addition, the AIP could be affected by the automatic across-the-board spending cuts, known as sequestration, described in more detail below. The Department is unable to predict the level of available AIP funding it may receive. If there is a reduction in the amount of AIP grants awarded to the Department for LAX, such reduction could (i) increase by a corresponding amount the capital expenditures that the Department would need to fund from other sources (including operating revenues, Additional Senior Bonds or Additional Subordinate Obligations), (ii) result in decreases to the Department’s Capital Improvement Plan or (iii) extend the timing for completion of certain projects. See “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – Grants.”

Federal funding received by the Department and aviation operations could be adversely affected by the implementation of sequestration – a unique budgetary feature first introduced in the Budget Control Act of 2011, which among other things, reduced subsidy payments to be made to issuers of “direct-pay” bonds, such as Build America Bonds, including the Series 2009C Subordinate Bonds and the Series 2010C Subordinate Bonds. The Department is unable to predict by what percentage, if any, reductions would be made to Build America Bonds subsidy payments in the future. Sequestration could also adversely affect FAA and TSA budgets, operations and the availability of certain federal grant funds typically received annually by the Department which may cause the FAA or TSA to implement furloughs of its employees and hiring freezes, including air traffic controllers, and result in flight delays and flight cancellations, implement hiring freezes.

The Department is unable to predict future sequestration funding cuts or furloughs of federal employees responsible for federal airport security screening, air traffic control and customs and border protection or the impact of such actions on airline traffic at LAX or the Department’s revenues.

See “CERTAIN INVESTMENT CONSIDERATIONS – Changes in Law and Application Thereof.”

Considerations Regarding Passenger Facility Charges

Pursuant to the PFC Acts, the FAA has approved the Department’s applications to require the airlines to collect and remit to the Department a passenger facility charge on each enplaning revenue passenger at LAX. The Department expects to use PFC revenues to pay a portion of the debt service on PFC Eligible Obligations.

Debt service to be paid with PFC revenues is not included in the coverage calculations described in “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS – Passenger Facility Charges,” “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Report of the Airport Consultant; Projected Debt Service Coverage” and in APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – FUNDING THE AIRPORT CAPITAL PROGRAM – PFC Revenues.”

No assurance can be given that the Department’s authority to collect PFC revenues will be increased or extended. Further, no assurance can be given that PFC revenues will actually be received in the amounts or at the times contemplated by the Department. The amount and timing of receipt of actual PFC revenues may vary depending on actual levels of qualified passenger enplanements at LAX. See “—Demand for Air Travel, Aviation Activity and Related Matters” above.

In addition, the FAA may terminate the Department’s ability to impose PFC revenues, subject to informal and formal procedural safeguards, if (a) PFC revenues are not being used for approved projects in accordance with the FAA’s approval, the PFC Acts or the regulations promulgated thereunder, or (b) the Department otherwise violates the PFC Acts or regulations. The Department’s authority to impose passenger facility charges may also be terminated if the Department violates certain AIP grant assurances and certain provisions of the Airport Noise and Capacity Act of 1990 (“ANCA”) and its implementing regulations relating to the implementation of noise and access restrictions for certain types of aircraft. The regulations under ANCA also contain procedural safeguards to ensure that the Department’s authority to impose passenger facility charges would not be summarily terminated. No assurance can be given that the Department’s authority to impose passenger facility charges will not be terminated

by Congress or the FAA, that the passenger facility charge program will not be modified or restricted by Congress or by the FAA so as to reduce PFC revenues available to the Department or that the Department will not seek to decrease the amount of the passenger facility charges to be collected.

In the event the FAA or Congress reduced or terminated the Department's ability to collect PFC revenues, or passenger facility charge collections were otherwise less than anticipated, the Department would need to find other funding sources to pay debt service it expects to pay with PFC revenues. In addition, in such a circumstance the Department might need to find other sources of funding, including issuing Additional Senior Bonds and/or Additional Subordinate Obligations, to finance the projects currently being paid for, or projected to be paid for, with PFC revenues.

The overall capital program funding plan, projected airline payments and other financial results reflected in the Report of the Airport Consultant are based on an assumption by the Airport Consultant that the current \$4.50 passenger facility charge level will remain the same during the forecast period (through Fiscal Year 2024).

See "AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – Passenger Facility Charges" and APPENDIX A – "REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – FUNDING THE AIRPORT CAPITAL PROGRAM – PFC Revenues" for additional information about the Department's expected use of PFC revenues. See also "CERTAIN INVESTMENT CONSIDERATIONS – Changes in Law and Application Thereof."

Delays and Cost Increases; Future Capital Projects; Additional Indebtedness

The estimated costs of and projected schedule and sources of funding for the Capital Program and certain other information regarding Other Projects are described in the Report of the Airport Consultant. These are subject to a number of uncertainties and capital project budgets and financing plans are updated from time to time. The ability of the Department to complete and finance capital projects may be adversely affected by various factors including: (i) estimating variations, (ii) design and engineering variations, (iii) changes to the scope, scheduling or phasing of the projects, (iv) delays in contract awards, (v) material and/or labor shortages, (vi) unforeseen site conditions, (vii) adverse weather conditions, earthquakes or other casualty events, (viii) contractor defaults, (ix) labor disputes, (x) unanticipated levels of inflation, (xi) inability of concessionaires, airlines, developers or other transaction participants to obtain or maintain financing, (xii) environmental issues, and (xiii) bidding conditions through the Department's procurement process. No assurance can be made that the existing or future projects will not cost more than the current budget or future budgets for such projects. Schedule delays or cost increases could result in the need to issue Additional Senior Bonds and/or Additional Subordinate Obligations, the expenditure of additional Department funds, the diversion of financial and other resources to such projects, and may result in increased costs to the airlines and others operating at the Airport.

In addition, certain funding sources are assumed to be available for the Department's projects, including the Capital Program. For example, the Report of the Airport Consultant includes assumptions that concessionaires, airlines, developers or other terminal participants will develop for the Department's eventual acquisition certain elements of the Capital Program and that the Department will receive additional passenger facility charge collection authority, AIP grant funding, TSA funding and Customer Facility Charges for various projects referenced under "AIRPORT AND CAPITAL PLANNING – Financing the Capital Program" and described in greater detail in the Report of the Airport Consultant. See also "—Considerations Regarding Passenger Facility Charges" above. The Report of the Airport Consultant also contains assumptions as to the projected amount of Senior Bonds, Subordinate Obligations and other funding sources for the Capital Program and Other Projects, including the APM System (as defined below) and the CONRAC. The relative amount of these funding sources directly affects the projected debt service and debt service coverage set forth in the Report of the Airport Consultant. No assurances can be given that such development or funding will, in fact, be available, or that the Department will not change its plan of finance described in the Report of the Airport Consultant. If such development or funding sources or other funding sources referred to in the Report of the Airport Consultant are not available or the Department changes its plan of finance as described in the Report of the Airport Consultant, the Department may need to expend additional Department funds, eliminate or scale down projects, divert financial and other resources to such projects or incur additional indebtedness, possibly including issuing Additional Senior Bonds and/or Additional Subordinate Obligations, to finance such projects. Such changes could result in actual results, including but not limited to debt service coverage, differing materially from the forecasts in the Report of the Airport Consultant.

As described in this Official Statement and in the Report of the Airport Consultant, private developers are expected to have significant roles in the design, financing, construction, maintenance and operation of the APM System and the CONRAC, if any. The Department expects to negotiate the APM Agreement (as defined below) over the next several months and the agreement with the selected CONRAC developer, if any, thereafter. While the terms of these arrangements have not been definitively established as of the date of this Official Statement, the APM Agreement is expected to include major financial commitments of the Department for construction costs and ongoing capital and operating payments to the APM Developer (as defined below), and for the payments due in the event of the termination of the APM Agreement. While the Department expects to require customary assurances of performance by the APM Developer and the CONRAC developer, if any, the scope and nature of the APM Agreement and the agreement ultimately executed with the CONRAC developer, if any, may be such that such customary assurances may not protect the Department from significant adverse financial consequences in the event of nonperformance or default by the APM Developer and/or the CONRAC developer.

In addition, the Department intends to undertake future capital projects at LAX. The Department may pursue capital projects and acquisitions beyond the Capital Program. See “AIRPORT AND CAPITAL PLANNING” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – CAPITAL PROGRAM” for a discussion of the Other Projects.

Because the cost, scope and timing for undertaking certain future projects and acquisitions beyond the Capital Program (including the Other Projects) is uncertain, associated financial impacts are not included in the financial forecasts in the Report of the Airport Consultant. The costs of any such projects are not known at this time. If additional projects are undertaken and other financing sources are not available, the Department may issue Additional Senior Bonds and/or Additional Subordinate Obligations to finance such projects, and may elect to divert financial and other resources to such projects. As a result, actual results could differ materially from forecasts.

Department management intends, where practical, to implement certain capital projects using a modular and phased approach, so that future projects (or project phases) can be deferred if unanticipated events occur (such as lower than anticipated growth or declines in aviation activity at LAX). The Department may ultimately decide not to proceed with certain capital projects or may proceed with them on a different schedule and/or may need to make alternative arrangements in cases of contractor delays, defaults or inability to perform, resulting in different results than those included in the forecasts. The Department’s ability to finance its Capital Improvement Plan also depends upon the orderly function of the capital markets which have in the past experienced substantial disruptions. Another disruption may negatively impact the timing and ability of issuers of municipal debt, such as the Department, to access short or long term funding. No assurance can be given that this source of funding will actually be available in the amounts or at the times desired by the Department.

See “AIRPORT AND CAPITAL PLANNING” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – CAPITAL PROGRAM” for a discussion of certain projects the Department is considering undertaking and “LITIGATION REGARDING THE AIRPORT SYSTEM AND THE DEPARTMENT – Runway 25L Construction Litigation” regarding recently constructed portions of Runway 25L, the centerline taxiway and other southside airfield improvements.

Seismic Risks; Other Force Majeure Events

The City is located in a seismically active region of the State. During the past 150 years, the Los Angeles area has experienced several major and minor earthquakes. On January 17, 1994, the Los Angeles area experienced an earthquake that measured 6.7 on the Richter Scale. LAX experienced no disruption of service following that incident. Damage in excess of \$11 million was sustained at VNY and LAX. The Department received funds from the Federal Emergency Management Agency (“FEMA”) and from its insurance carrier as a result of the earthquake damage at VNY.

In March 2015, the Uniform California Earthquake Rupture Forecast (the “2015 Earthquake Forecast”) was issued by the Working Group on California Earthquake Probabilities. Organizations sponsoring the Working Group on California Earthquake Probabilities include the U.S. Geological Survey, the California Geological Survey, the Southern California Earthquake Center and the California Earthquake Authority. According to the 2015 Earthquake Forecast, the probability of the Southern California region experiencing an earthquake measuring 6 or larger on the Richter Scale by 2044 is approximately 100%, measuring 6.7 or larger on the Richter Scale by 2044 is approximately 95%, measuring 7 or larger on the Richter Scale by 2044 is approximately 76%, measuring 7.5 or larger on the Richter Scale by 2044 is approximately 36%, and measuring 8 or larger on the Richter Scale by 2044 is

approximately 7%, and the likelihood of the Los Angeles region experiencing an earthquake measuring 6 or larger on the Richter Scale by 2044 is approximately 96%, measuring 6.7 or larger on the Richter Scale by 2044 is approximately 60%, measuring 7 or larger on the Richter Scale by 2044 is approximately 46%, measuring 7.5 or larger on the Richter Scale by 2044 is approximately 31%, and measuring 8 or larger on the Richter Scale by 2044 is approximately 7%. LAX's facilities and the infrastructure surrounding LAX could sustain extensive damage in a major seismic event, ranging from total destruction of LAX or the surrounding infrastructure to destabilization or liquefaction of the soils, to little or no damage at all.

The Department's ability to generate revenues is also at risk from other force majeure events, such as extreme weather events, droughts, and other natural occurrences, fires, explosions, spills of hazardous substances, strikes and lockouts, terrorist or other attacks, sabotage, or wars, blockades or riots. No assurance can be given that such events will not occur while the Series 2018B Senior Bonds are outstanding. Although the Department has attempted to mitigate the risk of loss from many of these occurrences by purchasing commercial property and casualty insurance, no assurance can be given that such insurance will always be available in sufficient amounts at a reasonable cost or available at all or that insurers will pay claims in a timely manner or at all.

Any damage to facilities or other properties could adversely affect the Department's revenues or require substantial new capital spending by the Department or others to replace or improve facilities and surrounding infrastructure. The Department carries only limited earthquake insurance as described under "FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Risk Management and Insurance." The Department is unable to predict when another earthquake or other force majeure event may occur and what impact, if any, it may have on the Department's operations or finances or whether the Department or others will have sufficient resources to rebuild or repair damaged facilities and surrounding infrastructure following a major earthquake or other force majeure event.

Capacity of the National Air Traffic Control System; Capacity of LAX

Demands on the national air traffic control system have, in the past, caused delays and operational restrictions affecting airline schedules and passenger traffic. The FAA is gradually implementing enhanced air traffic management programs, air navigation aids and procedures. Since 2007, airline traffic delays have decreased as a result of reduced numbers of aircraft operations, but, as airline travel increases in the future, flight delays and restrictions may be expected. In addition to any future constraints that may be imposed by the capacity of the national air traffic control system, future growth in airline traffic at LAX will depend on the capacity at LAX itself. In the Southern California Association of Governments ("SCAG") Regional Transportation Plan, the overall practical capacity of LAX was described as a range of 78.9 to 96.6 million annual passengers. The forecasts of the Airport Consultant is conditioned on the assumption that, during the forecast period, neither available airfield or terminal capacity, nor demand management initiatives, will constrain traffic growth at LAX.

Changes in Law and Application Thereof

The airline industry is heavily regulated, especially by the federal government, and there are a significant number of governmental agencies and legislative bodies, including the U.S. DOT, FAA, TSA, EPA and others that have the ability to directly or indirectly affect the Department and the airline industry financial and/or operationally.

From time to time, governmental agencies, executives and legislative bodies, have proposed, issued or enacted and may continue to propose, issue and enact legislation, rules, orders and other laws, rules and guidance that have the effect of law, particularly in with respect to Federal aviation regulation, funding, security, immigration, tariffs and trade. The proposal, issuance or enactment of such legislation, rules, orders and other laws, rules and guidance that have the effect of law may have a material effect on the airline industry and the Department. In particular, as noted under "—Federal Funding; Impact of Federal Sequestration," the Department receives, and the Capital Program is designed with the expectation of receipt of, federal AIP capital grants to support airport infrastructure, including entitlement grants and discretionary grants. As of the date of this Official Statement, there is insufficient information available about the potential governmental action to estimate the impacts, if any, on direct or indirect Federal funding that may impact the aviation industry, airports or local governments or their respective operations, including law enforcement, transportation or other activities. If there is a reduction in the amount of AIP grants awarded to the Department for LAX, such reduction could (i) increase by a corresponding amount the capital expenditures that the Department would need to fund from other sources (including operating revenues, Additional Senior Bonds or Additional Subordinate Obligations), (ii) result in decreases to the Department's Capital Program or (iii) extend the timing for completion of certain projects. Moreover, while enforcement of potential executive

orders, laws or regulations could impose additional financial burdens upon the aviation industry, the Department or the City, as of the date of this Official Statement, insufficient information is available regarding potential Federal action to estimate the magnitude, if any, of such potential impacts.

Additionally, from time to time, the President of the United States, the United States Congress and/or state legislatures have proposed and could propose in the future, legislation that, if enacted, could cause interest on the Series 2018B Senior Bonds to be subject, directly or indirectly, to federal income taxation or to be subject to or exempted from state income taxation, or otherwise prevent Beneficial Owners from realizing the full current benefit of the tax status of such interest. Clarifications of the Internal Revenue Code of 1986, as amended (the “Code”), or court decisions may also cause interest on the Series 2018B Senior Bonds to be subject, directly or indirectly, to federal income taxation or to be subject to or exempted from state income taxation. The introduction or enactment of any such legislative proposals or any clarification of the Code or court decisions may also affect the market price for, or marketability of, the Series 2018B Senior Bonds, or could limit the value of certain deductions and exclusions, including the exclusion for tax-exempt interest. Prospective purchasers of the Series 2018B Senior Bonds should consult their own tax advisors regarding any such pending or proposed federal or state tax legislation, regulations or litigation, as to which Bond Counsel expresses no opinion. See “TAX MATTERS – Changes in Federal and State Tax Law.”

Loss of Federal Tax Exemption

Interest on the Series 2018B Senior Bonds may become subject to federal income taxation if certain events occur subsequent to the date of issuance of the Series 2018B Senior Bonds that violate the requirements and limitations prescribed by the Code. Although the Department has agreed not to violate the requirements and limitations of the Code, there can be no assurance that these events will not occur. If certain requirements are violated, the interest on the Series 2018B Senior Bonds may be deemed to be taxable from the date of issuance. The Series 2018B Senior Bonds are not subject to mandatory redemption or to mandatory acceleration in the event of such an occurrence. No premium or additional interest will be paid to the bondholders or former bondholders to compensate the bondholders for any losses they may incur as a result of the interest on the Series 2018B Senior Bonds becoming subject to federal income taxation. See “TAX MATTERS” below.

Enforceability of Remedies; Limitation on Remedies

As discussed above under “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS – Events of Default and Remedies; No Acceleration,” except as described in the following sentence, the occurrence of a Senior Event of Default does not grant any right to accelerate payment of the Senior Bonds or the Subordinate Obligations to any of the Senior Trustee, the Subordinate Trustee or the Holders of the Senior Bonds or the Subordinate Obligations. The Senior Trustee is authorized to take certain actions upon the occurrence of a Senior Event of Default, including proceedings to enforce the obligations of the Department under the Senior Indenture.

Pursuant to the CP Reimbursement Agreements, the Department granted to the CP Banks the right to accelerate any payments due to the CP Banks upon an event of default under the CP Reimbursement Agreements. The Subordinate Trustee is authorized to take certain actions upon the occurrence of a Subordinate Event of Default, including proceedings to enforce the obligations of the Department under the Subordinate Indenture.

The rights and remedies available to the owners of the Series 2018B Senior Bonds, and the obligations incurred by the Department, may become subject to, among other things, the federal bankruptcy code; applicable bankruptcy, insolvency, reorganization, moratorium, or similar laws relating to or affecting creditors’ rights generally, now or hereinafter in effect; equity principles; limitations on the specific enforcement of certain remedies; the exercise by the United States of America of the powers delegated to it by the Constitution; the reasonable and necessary exercise, in certain circumstances, of the police powers inherent in the sovereignty of the State and its governmental bodies having an interest in serving a significant and legitimate public purpose; and regulatory and judicial actions that are subject to discretion and delay. The foregoing could subject the owners of the Series 2018B Senior Bonds to, among other things, judicial discretion and interpretation of rights; the automatic stay provisions of the federal bankruptcy code; rejection of significant agreements; avoidance of certain payments to the owners of the Series 2018B Senior Bonds as preferential payments; assignments of certain obligations, including those in favor of the owners of the Series 2018B Senior Bonds; significant delays, reductions in payments and other losses to the owners of the Series 2018B Senior Bonds; an adverse effect on the liquidity and values of the Series 2018B Senior Bonds; additional borrowing, which borrowing may have priority over the lien of the Master Senior Indenture;

alterations to the priority, interest rate, payment terms, collateral, maturity dates, payment sources, covenants (including tax-related covenants) and other terms or provisions of the Master Senior Indenture or the Series 2018B Senior Bonds, and other obligations.

Legal opinions to be delivered concurrently with the delivery of the Series 2018B Senior Bonds will be qualified to the extent that the enforceability of certain legal rights related to the Series 2018B Senior Bonds may be subject to general principles of equity which permit the exercise of judicial discretion and are subject to the provisions of applicable bankruptcy, insolvency, reorganization, arrangement, moratorium or similar laws relating to or affecting the enforcement of creditors' rights generally, as well as limitations on legal remedies against cities in the State of California.

See also APPENDIX C-2 – “SUMMARY OF THE MASTER SENIOR INDENTURE – Senior Events of Default and Remedies – Application of Moneys” and APPENDIX C-4 – “SUMMARY OF THE MASTER SUBORDINATE INDENTURE – Subordinate Events of Default and Remedies – Application of Moneys.” See also “OUTSTANDING OBLIGATIONS AND DEBT SERVICE SCHEDULE – Subordinate Bonds and Subordinate Commercial Paper Notes.”

Rate Covenant Limitations

As described under “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS – Senior Rate Covenant,” the Senior Indenture includes covenants with respect to the establishment of rates and charges. However, the Senior Indenture provides that so long as the Department is taking specified steps to meet the applicable rate covenant, an event of default will not be triggered until the end of the second subsequent Fiscal Year. The ability of the Department to increase rates and charges and to reduce expenses is limited by, among other things, federal law (including the provisions thereof described under “—Regulations and Restrictions Affecting LAX”) and certain agreements with airlines and other users of LAX facilities. See “USE OF AIRPORT FACILITIES.”

Assumptions in the Report of the Airport Consultant; Actual Results May Differ from Forecasts and Assumptions

The Report of the Airport Consultant included as APPENDIX A incorporates numerous assumptions regarding the utilization of LAX and other matters and states that the forecasts in the Report of the Airport Consultant is subject to uncertainties. The Report of the Airport Consultant is an integral part of this Official Statement and should be read in its entirety for an understanding of all of the assumptions used to prepare the forecasts made therein. No assurances can be given that the forecasts and expectations discussed in the Report of the Airport Consultant will be achieved or that the assumptions upon which the forecasts are based will be realized. Inevitably, some assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances will occur. Therefore, actual results achieved during the forecast period will vary from those set forth in APPENDIX A and the variations may be material and adverse. Further, the Report of the Airport Consultant does not cover the entire period through maturity of the Series 2018B Senior Bonds. See “INTRODUCTION – Forward-Looking Statements,” APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT.” See also “—Delays and Cost Increases; Future Capital Projects; Additional Indebtedness.”

Retirement Plan Funding

As described in more detail under “THE DEPARTMENT OF AIRPORTS – Retirement Plan,” Department employees, including Airport Police, currently participate in the Los Angeles City Employees' Retirement System (“LACERS”) and under requirements of the Charter, the Department makes contributions to LACERS with respect to its employees in amounts determined by LACERS and its actuaries. See “THE DEPARTMENT OF AIRPORTS – Retirement Plan,” regarding changes to the Charter to permit Airport Police to participate in LAFPP (as defined now). The Department's pension cost varies from year to year depending on, among other things, the annual contribution rate determined by LACERS, and if any Airport Police participate in LAFPP in the future, by LAFPP and their respective actuaries, the total salaries paid to the Department's covered employees and the retirement benefits accruing to those employees. For Fiscal Year 2017, pursuant to GASB 68 (as described below), a proportional allocation of the City's Net Pension Liability (as described below) in the aggregate amount of approximately \$761.2 million was allocated to the Department with respect to LAX. The LACERS Actuarial Valuation and Review of Retirement and Health Benefits as of June 30, 2017 (“LACERS Valuation Report” and together with the Los Angeles City Employees' Retirement System, Comprehensive Annual Financial Report for the Fiscal Year ended June 30, 2017, the “LACERS Reports”) and the City of Los Angeles Fire and Police Pension Plan

Actuarial Expense Study during the period July 1, 2013 through June 30, 2016, the Los Angeles Fire and Police Pension System Financial Statements for the fiscal years ended June 30, 2017 and 2016 and the City of Los Angeles Fire and Police Pension Plan Actuarial Valuation and Review of Retirement and Other Postemployment Benefits as of June 30, 2017 (collectively, the “LAFPP Reports”) have reported unfunded actuarial accrued liabilities (“UAAL”) for retirement benefits and for health subsidy benefits. Due to LACERS’ and LAFPP’s smoothing methodology, certain investment losses have not been recognized in the determination of LACERS’ or LAFPP’s UAAL. Contributions by the Department to LACERS, and if any Airport Police participate in LAFPP in the future, to LAFPP are expected to increase significantly in the coming Fiscal Years, as contribution rates are subject to change due to changes in market conditions, assumptions and funding methodologies. Factors beyond the Department’s control, including but not limited to, returns on LACERS, and if any Airport Police participate in LAFPP in the future, to LAFPP plan assets, may affect the Department’s retirement and health subsidy benefit expenses and may increase the Department’s related funding obligations. These increases may adversely affect the Department’s financial condition.

Investors are cautioned that information about the City’s Net Pension Liability, LACERS and LAFPP, including UAALs, funded ratios and calculations of required contributions, included or referenced in this Official Statement, are “forward looking” information. Such “forward looking” information reflects the judgment of LACERS and LAFPP and their respective actuaries as to the amount of assets that LACERS and LAFPP will be required to accumulate to fund future benefits over the lives of the currently active employees, vested terminated employees and existing retired employees and beneficiaries. These judgments are based upon a variety of assumptions, one or more of which may prove to be inaccurate and/or be changed in the future.

For information regarding the City’s Net Pension Liability, LACERS-related and LAFPP-related unfunded actuarial accrued liabilities, LACERS and LAFPP system assets, LACERS and LAFPP funded ratios and certain of the City’s projected contributions to LACERS and LAFPP, related assumptions and other LACERS-related and LAFPP-related information, see APPENDIX B – “ANNUAL FINANCIAL REPORT OF LOS ANGELES WORLD AIRPORTS (DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES, CALIFORNIA) LOS ANGELES INTERNATIONAL AIRPORT FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016” and APPENDIX H – “CERTAIN INFORMATION REGARDING THE CITY OF LOS ANGELES.” The information in APPENDIX H has been provided by the City. The LACERS Reports are available on LACERS’ and LAFPP’s website and contain additional information regarding LACERS and LAFPP assumptions, plan details and investment of plan assets. The Department is relying upon, and has not independently confirmed or verified, the accuracy or completeness of this section, Appendix H or the LACERS Reports, LAFPP Reports or other information incorporated by reference therein.

AIRLINE INDUSTRY INFORMATION

General

Many of the major scheduled domestic airlines serving LAX, or their respective parent corporations, and many of the foreign airlines serving LAX with American Depositary Receipts (“ADRs”) registered on a national exchange, are subject to the information reporting requirements of the Securities Exchange Act of 1934, as amended, and in accordance therewith file reports and other information with the Securities and Exchange Commission (the “SEC”). Certain information, including financial information, concerning such domestic airlines, or their respective parent corporations, and such foreign airlines is disclosed in certain reports and statements filed with the SEC. Such reports and statements can be inspected and copied at the public reference facilities maintained by the SEC, which can be located by calling the SEC at 1-800-SEC-0330. The SEC maintains a web site containing reports, proxy statements and other information regarding registrants that file electronically with the SEC. In addition, each airline is required to file periodic reports of financial aid and operating statistics with the U.S. DOT. Such reports can be inspected at the U.S. DOT’s Office of Airline Information, Bureau of Transportation Statistics, Department of Transportation, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590, and copies of such reports can be obtained from U.S. DOT at prescribed rates.

Foreign airlines serving LAX, or foreign corporations operating airlines serving LAX (unless such foreign airlines have ADRs registered on a national exchange), are not required to file information with the SEC. Such foreign airlines, or foreign corporations operating airlines serving LAX, file limited information only with the U.S. DOT. See “CERTAIN INVESTMENT CONSIDERATIONS – Demand for Air Travel; Aviation Activity and Related Matters,” “—Financial Condition of the Airlines; Effect of Airline Industry Consolidation; Effect of Airline and Concessionaire Bankruptcies” and “—Security Concerns.”

The Department undertakes no responsibility for and makes no representation as to the accuracy or completeness of (i) any reports and statements filed with the SEC or U.S. DOT as described in this section or (ii) any material contained on the SEC's website as described in this section, including, but not limited to, updated information on the SEC website or links to other Internet sites accessed through the SEC's website. Any such information is not part of this Official Statement nor has such information been incorporated by reference herein, and such information should not be relied upon in deciding whether to invest in the Series 2018B Senior Bonds.

SPECIAL FACILITY FINANCINGS

LAX Special Facility Obligations

Pursuant to the Master Senior Indenture, the Department may (i) designate a separately identifiable existing facility or improvement or a planned facility or improvement as a "LAX Special Facility," (ii) pursuant to an indenture other than the Master Senior Indenture and without a pledge of any Pledged Revenues (except as otherwise provided in (iv) below), incur debt primarily for the purpose of acquiring, constructing, renovating or improving, or providing financing or refinancing to a third party to acquire, construct, renovate or improve, such facility or improvement, (iii) provide that the contractual payments derived from or related to such LAX Special Facility, together with other income and revenues available to the Department from such LAX Special Facility to the extent necessary to make certain payments required under the Master Senior Indenture, will be "LAX Special Facilities Revenue" and will not be included as Pledged Revenues, unless otherwise provided in any supplemental indenture, and (iv) provide that the debt so incurred will be an "LAX Special Facilities Obligation" and the principal of and interest thereon will be payable solely from the LAX Special Facilities Revenue and the proceeds of such LAX Special Facilities Obligation set aside exclusively to pay debt service on such LAX Special Facility Obligation (except the Department may, in its sole discretion, determine to make Pledged Revenues or such other moneys not included in Pledged Revenues available (through a specific pledge or otherwise and subject to any covenant or other provisions of the Master Senior Indenture or such other indentures or agreements of the Department) to the payment of principal of and interest on such LAX Special Facility Obligation in such amounts and at such times as may be agreed to by the Department). The Department may from time to time refinance any such LAX Special Facility Obligation with other LAX Special Facility Obligations.

The Department does not currently have any outstanding LAX Special Facility Obligations but may in the future. See "AIRPORT AND CAPITAL PLANNING—Certain Other Projects" and "—Certain Other Projects – The CONRAC."

Conduit Financings

In addition to the improvements financed or planned to be financed at LAX through the issuance of revenue bonds, interest income, PFC revenues and grants-in-aid, other improvements at LAX have been financed through the issuance of bonds by the Regional Airports Improvement Corporation ("RAIC") and by the California Statewide Communities Development Authority ("CSCDA"). Bonds of RAIC and CSCDA are not obligations of the Department or the City, are not payable from or secured by any pledge of, or lien upon, moneys in the Airport Revenue Fund, and do not rely on the taxing power of the City. RAIC and CSCDA bonds are secured solely by the payment obligations of the airlines or other users of the facilities financed with such bonds and, in the case of RAIC bonds, by leasehold deeds of trust on the financed properties.

Certain of the outstanding RAIC bonds have buy-back rights, whereby the Department may, at any time, purchase the financed facilities by retiring the bonds used to finance those facilities. The Department may from time to time identify leases related to improvements which can be terminated on terms favorable to the Department. Financing for any such lease terminations and any restructuring of third-party debt associated with such lease terminations could be provided by the Department through use of moneys in the Airport Revenue Fund or by issuing Additional Senior Bonds, additional Subordinate Bonds, Subordinate Commercial Paper Notes or other obligations of the Department. See "USE OF AIRPORT FACILITIES – Terminal Leases."

THE DEPARTMENT OF AIRPORTS

General Description

The City, acting through the Department, currently operates two airports in LAX's Service Region. The airports are LAX and VNY. The Department voluntarily returned the certificate relating to LA/PMD to the FAA,

but may, upon compliance with certain requirements, request to have the LA/PMD certificate reissued. The Airport System is operated as a financially self-sufficient enterprise, without City General Fund support.

LAX is described under “LOS ANGELES INTERNATIONAL AIRPORT.”

VNY is a general aviation airport located approximately 20 miles northwest of downtown Los Angeles, in the San Fernando Valley, and occupies approximately 730 acres. VNY is one of the busiest general aviation airports in the United States with over 205,648 operating movements in Fiscal Year 2016 as reported by the FAA. More than 100 businesses are located at the airport, including four fixed-base operators and numerous other aviation service companies. These businesses cater to a variety of private, government and corporate aviation needs. For Fiscal Year 2017, net operating revenues at VNY were approximately \$2.7 million.

LA/PMD is located in the Antelope Valley approximately 60 miles north of LAX. Currently, there is no scheduled service at LA/PMD. The Department owns approximately 17,500 acres of land at and around LA/PMD. The Department has transferred operation, management, and control of the LA/PMD terminal facility from the Department to the City of Palmdale, but has retained certain rights for future development of the adjoining 17,500 acres. For Fiscal Year 2017, net operating revenues at LA/PMD were approximately \$587 thousand.

Further to a Settlement Agreement by and among the City, the Department, the Board, City of Ontario, and Ontario International Airport Authority, a joint powers authority of the County of San Bernardino and the City of Ontario (“OIAA”) (the “ONT Settlement Agreement”) relating to litigation filed by the City of Ontario in June 2013 (the “Ontario Litigation”) against the City, the Department, and the Board, the City has transferred, assigned and delivered to OIAA the City’s right, title and interest in and to certain of the assets, properties, rights and interests solely used or held solely for use in connection with the Department’s operation of Ontario International Airport (“ONT”). In connection therewith, the Department has received approximately \$125.5 million, including approximately \$30.0 million from the City of Ontario, approximately \$40.0 million from the unrestricted cash ONT accounts, and a discounted payment of approximately \$55.5 million from OIAA. The Department is to receive an additional \$56.8 million under the ONT Settlement Agreement over a period of approximately 10 years. In connection with the ONT Settlement Agreement and a Staff Augmentation Agreement between the Department and OIAA, the Department provides OIAA with the services of a number of employees. The salaries and benefits of these employees were previously allocated to ONT and are now allocated to LAX. Accordingly, for the Fiscal Year ended June 30, 2017, the Department recognized a salaries and benefits expense increase of approximately \$17.4 million due to the inclusion of these OIAA-related salaries and benefits and recognized an employee salary and overhead reimbursement of approximately \$21.0 million from OIAA. See “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Summary of Operating Statements.”

Subsidization within the Airport System

Previous provisions of the Charter (which have been deleted from the current Charter) required LAX Revenues to be used to make up any deficiencies of any of the other airports in the Airport System, including any operating losses and major catastrophic or other liabilities of such airports. Although the current Charter no longer contains any requirement for subsidization within the Airport System, the Department anticipates that LAX Revenues will continue to be used for subsidizing deficiencies incurred in the Airport System. No assurance can be given that major catastrophic liabilities or other unanticipated events will not occur within the Airport System which would require substantial unanticipated transfers of LAX revenues or that subsidies, if provided to the other airports in the Airport System, will not be substantially higher than they have been in the past.

VNY serves as a reliever airport for LAX. Any VNY subsidy, when provided, is recovered by the Department through an increase in landing fees at LAX. Landing fees at LAX are calculated based on LAX’s operating costs and amortization of debt as well as certain costs associated with VNY. In Fiscal Year 2017, LAX provided a subsidy to VNY of approximately \$670,000.

In Fiscal Year 2017, LAX provided no subsidy to LA/PMD, which generated operating income of approximately \$587,000. Any subsidy for LA/PMD is not incorporated in LAX landing fees but rather is paid from discretionary funds and may increase or decrease in the future. See “AIRPORT SYSTEM ENVIRONMENTAL MATTERS – Hazardous Substances.”

Board of Airport Commissioners

The Department is governed by the Board which is in possession, management and control of the Airport System. The Board is comprised of seven members. Each member is appointed by the Mayor of the City (the

“Mayor”), subject to confirmation by the City Council, for staggered five-year terms. A Board member continues to hold office following the expiration of his or her term until a replacement has been appointed and confirmed by the City Council. One member is required to live near LAX and one is required to live near VNY. The President and Vice President of the Board are elected by the Board members for one-year terms. The current members of the Board are set forth below:

Member	Occupation	Date of Appointment	Current Term Expires
Sean O. Burton, President	Real Estate Investor	August 2013	June 30, 2019
Valeria C. Velasco, Vice President	Attorney	September 2005	June 30, 2022
Jeffery J. Daar	Attorney	August 2015	June 30, 2020
Gabriel L. Eshaghian	Real Estate Investor	August 2013	June 30, 2019
Beatrice C. Hsu	Business Executive	August 2013	June 30, 2021
Thomas S. Sayles	University Vice President	January 2017	June 30, 2019
Cynthia A. Telles	Civic Leader	August 2013	June 30, 2018

The Charter provides that, in the event a Board member has reason to believe that such Board member might have a conflict of interest disqualifying such Board member from acting on a matter and the City Attorney decides that it is probable that a court would hold that a disqualification exists, the matter will be referred to the Board of Referred Powers. The Board of Referred Powers is a City Council committee consisting of five individuals designated by the City Council from time to time.

Oversight

The Charter allows the City Council to review all Board actions. The Charter states that actions of the Board become final at the expiration of five meeting days of the City Council unless the City Council acts within that time, by a two-thirds vote, to bring an action of the Board before the City Council for review or to waive review of the action. If the City Council chooses to assert jurisdiction over the action, the City Council may, by a two-thirds vote, veto the action of the Board within 21 calendar days of voting to bring the matter before it, or the action of the Board is final. An action vetoed by the City Council shall be remanded to the Board which will have the authority it originally held to take action on the matter. In addition, the Charter provides that certain actions of the Board, including the issuance of debt, must also be approved by the City Council. The City Council approved the issuance of the Series 2018B Senior Bonds on October 24, 2017.

Additionally, the Department is subject to periodic audits, reviews, inspections and other inquiries by, among others, the City Controller, the FAA, the U.S. DOT, the Office of the Inspector General, the U.S. and California Environmental Protection Agencies, various water control boards and air quality management districts, the California Coastal Commission and the Department’s own auditors. See “CERTAIN FUNDING SOURCES – Grants” and “AIRPORT SYSTEM ENVIRONMENTAL MATTERS – Hazardous Substances.”

Department Management

Responsibility for the implementation of the policies formulated by the Board and for the day-to-day operations of the Airport System rests with the senior management of the Department. The Chief Executive Officer is appointed by the Board, subject to confirmation by the Mayor and the City Council. Subject to civil service rules and regulations, she is empowered to appoint and remove the senior managers. Within each of the various divisions in the Department, there are various sections that are assigned certain responsibilities for the efficient operation and development of the Airport System. As of February 1, 2018 there were 3,997 authorized positions for the Airport System. The current principal administrative officers and their positions are named below:

Deborah Flint, Chief Executive Officer. Deborah Flint was appointed Chief Executive Officer in June 2015, and oversees two airports, LAX and VNY as General Manager. Ms. Flint came to the Department from the Port of Oakland where she held the position of aviation director since 2010, being the primary executive responsible for the operation, management and business development of Oakland International Airport (“OAK”). Prior to serving as aviation director at the Port of Oakland, Ms. Flint was the assistant aviation director and led the operation of the airport. Other experiences include leading OAK’s Capital Program in which she coordinated the design, financing and implementation of major airport projects, as well as participated in the issuance of hundreds of millions of dollars in revenue bonds. She also served as acting port executive director of the Port of Oakland (maritime). She began her career with the port in 1992 in port finance and advanced through the port’s Finance and Aviation divisions. Ms. Flint holds a Bachelor of Science degree in business administration from San Jose State

University, and attended the Executive Leadership Institute's Continuing Education in Public Administration program. She was appointed in 2012 to the President's Advisory Committee on Consumer Protection (aviation). She also serves on the Transportation Research Board's Airport Cooperative Research Program and the California Airports Council, and is a regional advisor to the Airports Council International World Board.

Debbie Bowers, Deputy Executive Director of Commercial Development. Ms. Bowers was appointed as Chief Commercial Officer in November 2016. In this role, she manages major revenue-generating programs of the Department, including property leasing and development, terminal concessions, rental cars, advertising and landside contracts for taxi, shuttle and parking management. Ms. Bowers has more than twenty years of experience in private and public sector commercial real estate. Most recently, she served as the Acting Deputy Airport Director for the Aviation Department in Broward County, Florida and as Assistant to the County Administrator, Deputy Port Director and Director of Real Property. Prior to her work in government, Ms. Bowers worked as an executive in corporate real estate. Ms. Bowers holds a Juris Doctor degree from the Chicago-Kent College of Law, Illinois Institute of Technology; Master of Business Administration-Finance degree from Florida Atlantic University; and Bachelor of Science degree in Chemistry from the University of Southern Alabama. On January 9, 2018, Ms. Bowers announced her retirement from the Department. Ms. Bowers plans to retire in April 2018. The Department plans to work with an executive search consulting firm to identify a successor.

Trevor Daley, Deputy Executive Director and Chief of External Affairs. Mr. Daley was appointed Chief External Affairs Officer for the Department in 2016. He oversees the Department's government affairs, public and media relations, and community relations activities. Prior to joining the Department, Mr. Daley served for over 17 years as a trusted advisor and senior aide to U.S. Senator Dianne Feinstein, culminating as the senator's State Director responsible for four statewide offices and 30 staff members. Prior to joining the senator's team, Daley was a staff member for Los Angeles City Councilmember Ruth Galanter where, among other assignments, he served as the point person for Van Nuys Airport. He also facilitated the creation of a new vision for the Sepulveda Boulevard Task Force near LAX. Daley provides advice and volunteer services to local non-profit organizations including the Los Angeles Gay and Lesbian Center, Human Rights Campaign, A Community of Friends, Women Against Gun Violence, The Trevor Project, and Project Angel Food. Mr. Daley holds a Bachelor of Arts degree in Sociology from the University of San Francisco.

Patrick M. Gannon, Deputy Executive Director of Homeland Security and Law Enforcement. Mr. Gannon was appointed Chief of Security and Public Safety in 2016. As Chief of Security and Public Safety, Gannon provides leadership, management oversight and policy direction to all law enforcement and security staff at the Department's airports; coordinates with other law-enforcement agencies; is responsible for counter-terrorism efforts; and oversees firefighting, emergency medical, and fire-prevention services provided by the Los Angeles Fire Department at LAX. He also participates in airport-wide leadership teams and has responsibility for integrating the law enforcement and homeland security functions with Airport Operations and other aviation staff. Mr. Gannon joined the Department as chief of Airport Police in October 2012 after retiring from the Los Angeles Police Department ("LAPD") following 34 years of service, of which 12 years were at the executive management level. At the time of his retirement, he was serving as deputy chief and commanding officer of LAPD's Operations-South Bureau. This bureau serves more than 800,000 residents in South Los Angeles with 1,700 sworn employees and 150 civilian employees. Mr. Gannon successfully completed the Senior Management Institute for Police in Boston and the West Point Leadership Program and holds a bachelor's degree in Public Administration from California State University, Dominguez Hills and a master's degree in Public Administration from the University of Southern California.

Robert Gilbert, Chief Development Officer. Mr. Gilbert became Chief Development Officer effective November 14, 2016. Mr. Gilbert brings to the Department 40 years of global experience in aviation and airport management. Over the last 15 years Mr. Gilbert has been involved in various levels of automated people mover and light rail connections to airports, from conceptual development to construction, through operations and maintenance. Previously, Mr. Gilbert served as program manager and led the consultant team for the LAX Master Plan and Environmental Impact Study/Environmental Impact Report (the "EIS/EIR"). Mr. Gilbert comes to the Department after serving as Deputy Executive Director for Facilities at Orlando International Airport and program manager for the airport operational readiness program for King Abdulaziz International Airport in the Kingdom of Saudi Arabia. Mr. Gilbert's other professional experience includes working closely with Chicago's Department of Aviation executive staff as an officer at Landrum & Brown's Chicago office where he was responsible for, among others, supporting the aviation Department's noise management office, sustainability and environmental programs as well

as Chicago O'Hare International Airport's redevelopment initiatives. He holds a Bachelor of Science degree from the United States Air Force Academy and a Master of Public Administration from Troy University.

Samson Mengistu, Chief Operating Officer. Mr. Mengistu was appointed Chief Operating Officer in January 2016. As Chief Operating Officer Mr. Mengistu is responsible for oversight over the Department's activities involving Operations and Emergency Management, Finance and Budget, Administration, Information Technology and Facilities and Maintenance. Mr. Mengistu joined the City in 1989 after working extensively in the property management field. In an early assignment, he established and managed the Department's soundproofing program. Immediately prior to his current position, he served as the Department's Deputy Executive Director for Finance and Administration and as the Department's Acting Executive Director from February to June 2007. Mr. Mengistu was appointed the Department's Deputy Executive Director of Board Relations and Special Programs in 2003, serving as the Board liaison. In addition, he was in charge of the Department's \$500 million Property Acquisition Program and the Risk Management and Procurement Divisions. As Deputy Executive Director for Finance and Administration from 2006 to 2015 he was in charge of the functions of Finance, Comptroller, Board Office, Human Resources, Risk Management and Contract Services. Mr. Mengistu earned a Bachelor of Arts degree in Economics and a Master of Science in Public Administration from California State University, Los Angeles.

Ryan Yakubik, Deputy Executive Director and Chief Financial Officer. Mr. Yakubik was appointed Chief Financial Officer in 2013 and Deputy Executive Director in 2016. He currently oversees all Department financial and accounting functions including financial reporting, rates and charges, grants administration, budget, accounting operations, financial systems and all debt/financing-related functions for the Airport System. He previously served as Director of Capital Development and Budget beginning in October 2007. Mr. Yakubik came to the Department after more than eight years in the financial services industry where he served as a fixed income portfolio manager for institutional clients. He holds a Bachelor of Arts degree in Economics from the University of California at Los Angeles and is a Chartered Financial Analyst.

Samantha Bricker, Deputy Executive Director, Project Development and Coordination, Environmental Programs Group. Ms. Bricker was appointed as Deputy Executive Director, Project Development and Coordination in July 2016. Ms. Bricker is responsible for coordinating with external agencies and stakeholders in support of the Department's Capital Program. She was appointed Executive Director of the Environmental Planning Group in November 2016 which oversees all entitlements and planning, noise program sustainability and environmental compliance for the Department. Before her appointment at the Department, Ms. Bricker was the Chief Operating Officer at the Exposition Metro Line Construction Authority for over 10 years where she oversaw the planning, procurement, real estate program, government and community outreach, finance and budget for the Exposition Light Rail transit project. She holds a Master's degree in Political Science from University of California Los Angeles and a Bachelor's degree in Political Science from Northwestern University.

Keith Wilschetz, Deputy Executive Director of Operations and Emergency Management. Mr. Wilschetz was appointed Deputy Executive Director of Operations and Emergency Management effective January 2017. He is responsible for planning, directing, and coordinating activities related to all landside, terminal, and airside operations, as well as emergency management at Los Angeles International (LAX) and Van Nuys general aviation (VNY) airports. Mr. Wilschetz brings 30 years of experience in airport planning, operations and leadership to LAWA. He previously served as Director for Airport Planning & Noise Mitigation for the San Diego Regional Airport Authority, where he directed all airport planning and noise management activities. He also led land-use planning for the authority's 16 airports throughout San Diego County, which included four military bases. He also served as Vice President of Planning at Dallas/Fort Worth International Airport, where he directed strategic, technical, and administrative planning. Mr. Wilschetz also served as a director with Landrum & Brown, Inc., where he worked as Technical Co-Manager on the LAX Master Plan and its related environmental impact studies and coordinated with regional stakeholders, including the California Department of Transportation and the Federal Aviation Administration. As part of the firm's Transportation Engineering Consulting Group, he managed strategic planning studies for many airports, including Chicago O'Hare, Ontario International Airport, Anchorage International, Beijing Capital International, and Puebla International (Mexico). He earned a Master of Science degree in Executive Leadership from the University of San Diego and a Bachelor of Science degree in Aerospace Engineering from the University of Missouri in Rolla. He also is a licensed pilot.

Cynthia Guidry, Deputy Executive Director, Planning and Development Group. Cynthia Guidry manages the Planning and Development Group for the Department, appointed to this position in January 2016. She

previously served as Deputy Executive Director of the Capital Programming and Planning Group since 2014 and has led the Department's planning efforts in several accomplishments including airside, landside and terminal projects. Ms. Guidry's staff provides technical expertise and support for facility infrastructure improvements and manages critical systems such as the LAX Central Utility Plant. Ms. Guidry joined the Department in August 2001 and during her tenure has held a number of positions. For the past five years, Ms. Guidry held the position of Chief Airport Planner. She is a registered Professional Engineer. Ms. Guidry holds a Bachelor of Science degree in Civil Engineering from the University of California at Irvine and a Master of Business Administration degree from Pepperdine University.

Justin Erbacci, Deputy Executive Director, Chief Innovation and Commercial Strategy Officer. Mr. Erbacci joined the Department in July 2016 as Chief Innovation and Technology Officer. Mr. Erbacci's role was expanded to Chief Innovation and Commercial Strategy Officer in January 2018. He is responsible for the overall information technology ("IT") vision, strategy and operations. His focus is on leveraging innovative technologies and processes to help transform the Airport, as well as implementing commercial strategies to improve the guest experience, enhance the airport terminals and increase revenues. Mr. Erbacci has over 15 years of experience in global IT leadership. He came to the Department from Star Alliance where he was responsible for the development, implementation and operation of all global IT applications, and for leading all Star Alliance customer experience and joint operational activities at the over 1,300 airports where its airlines operated. Additionally, Mr. Erbacci also held IT leadership roles at Credit Suisse and United Airlines. Prior to these companies he worked at various consultancies including Cambridge Management Consultants and Deloitte and Touche. Mr. Erbacci also practiced law as a civil rights defense litigator for the City of Chicago. Mr. Erbacci holds a Master of Business Administration degree from the Vienna School of Economics/University of South Carolina, a Juris Doctor degree from Loyola University of Chicago's School of Law, and a Bachelor of Arts from Loyola University of Chicago.

Aura Moore, Deputy Executive Director, Chief Information Officer. Ms. Moore was appointed Deputy Executive Director and Chief Information Officer in July 2016. She oversees day-to-day Information Technology operations and serves as top technology infrastructure and systems leader at LAX and VNY. Moore draws from a public service career of over 20 years at agencies throughout the City. Her previous positions with the Department included Network Infrastructure Program Manager, IT Project Management Director and Deputy CIO. She also served as Interim CIO prior to her appointment. Moore created the Office of Airport Technology and Business Systems, a group tasked with strengthening the Department's security, business and airport operations through efficiently delivering large-scale airport technology projects. During her tenure as Interim CIO, she expanded her focus to enhancing the guest experience through implementing self-service technologies and establishing partnerships designed to improve passenger processing. Moore is credited with modernizing technology infrastructure throughout the LAX campus, where she consolidated surveillance systems and expanded coverage for enhanced security and safety. She also worked to replace manual processes with new systems that have improved airport operational efficiencies. Moore holds a Master of Science degree in Electrical Engineering from the University of Southern California and a Bachelor of Science in Electrical Engineering from California State University, Long Beach.

Jake Adams, Interim Deputy Executive Director, LAMP Program executive. Mr. Adams is serving as the Interim LAMP Program Executive, after the retirement of Roger Johnson in February 2018. Mr. Adams served the Department from 1994-2011 as part of the Airports Development Group. After providing remote consultation, he returned in 2016 to serve as the Assistant LAMP Program Executive. Mr. Adams has over 23 years of experience in the development and delivery of airport and heavy civil engineering projects. He has led programs and projects from concept through planning, entitlement, design, construction, commissioning, activation, close-out and project delivery. Mr. Adams graduated from Virginia Polytechnic Institute and State University with a Bachelor of Science in Engineering. Mr. Adams is expected to continue to serve as Interim LAMP Program Executive while the search for a permanent replacement is being conducted.

Raymond S. Ilgunas, General Counsel. Mr. Ilgunas is a Managing Assistant City Attorney and serves as General Counsel to the Department. He advises the Board, the Department, the Department's Executive Director, the City Council and its subcommittees and the Mayor on legal matters relating to the operation and management of the Airport System. He is responsible for overseeing all cases and contracts relating to the Airport System and providing specialized legal counsel on federal regulatory matters governing airports. Also, he is the primary counsel to the Department's Chief Operating Officer and Finance Division in connection with all Airport System financing issues. Prior to joining the Department, Mr. Ilgunas also served as counsel to the Community Redevelopment Agency of the City of Los Angeles (the "CRA/LA"). In this capacity, he provided legal advice to the CRA/LA's

Board, its Housing, Management and Budget and Project Review Committees, the Executive Director, City Council and its subcommittees and the Mayor concerning all aspects of redevelopment. Prior to his position at CRA/LA, Mr. Ilgunas held a variety of legal positions serving as counsel to the Land Use, Ethics, General Counsel and Criminal Divisions in the City Attorney's Office. Mr. Ilgunas serves on the ACI-North America and California Airports Council Legal Steering Committees and Los Angeles County Bar Judicial Applications Evaluation Committee. Mr. Ilgunas holds a Juris Doctorate degree from Loyola Law School, Los Angeles and a Bachelor of Arts degree from Loyola Marymount University.

Employees and Labor Relations

The Department is a civil service organization, which as of February 1, 2018 had 3,997 authorized positions, of which 3,798 were authorized at LAX, 135 were authorized at to provide contracted staffing at ONT and 64 were authorized at VNY. This wide range of job classifications is grouped into eight job categories, including Officials and Administrators, Professionals, Technicians, Protective Service, Paraprofessionals, Administrative Support, Skilled Craft and Service Maintenance.

As a municipal organization, the Department's employee and labor relations are governed by applicable State and City civil service rules and regulations as well as 24 separate labor agreements between management and unions ("Memoranda of Understanding"). Most of the Department's employees are covered by the Memoranda of Understanding. The following table lists all Memoranda of Understanding between the Department and labor and management unions as of February 1, 2018.

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TABLE 4
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
MEMORANDA OF UNDERSTANDING
BETWEEN THE CITY AND

EMPLOYEE LABOR ORGANIZATIONS REPRESENTING EMPLOYEES OF THE DEPARTMENT

Bargaining Unit	Expires
Service Employees International Union, Local 721	
Equipment Operation and Labor Employees Representation Unit No. 4	June 30, 2018
Professional Engineering and Scientific Unit No. 8	June 30, 2018
Service and Craft Representation Unit No. 14	June 30, 2018
Service Employees Representation Unit No. 15	June 30, 2018
Supervisory Professional Engineering and Scientific Unit No. 17	June 30, 2018
Safety/Security Representation Unit No. 18	June 30, 2018
Municipal Construction Inspectors Association, Inc.	
Inspectors Unit No. 5	June 22, 2019
Los Angeles Professional Managers Association	
Management Employees Unit No. 36	June 30, 2018
Personnel Director Unit No. 63	June 23, 2018
American Federation of State, County and Municipal Employees	
Clerical and Support Services Unit No. 3	June 30, 2018
Executive Administrative Assistants Unit No. 37	June 30, 2018
Engineers and Architects Association	
Administrative Unit No. 1	June 22, 2019
Supervisory Technical Unit No. 19	June 22, 2019
Supervisory Administrative Unit No. 20	June 22, 2019
Technical Rank and File Unit No. 21	June 22, 2019
Local No. 501, International Union of Operating Engineers	
Plant Equipment Operation and Repair Representation Unit No. 9	June 30, 2018
Los Angeles City Supervisors and Superintendents Association,	
Laborer's International Union of North America, Local 777	
Supervisory Blue Collar Unit No. 12	June 30, 2018
Los Angeles/Orange Counties Building and Construction Trades Council	
Building Trades Rank and File Representation Unit No. 2	June 30, 2018
Supervisory Building Trades and Related Employees Representation Unit No. 13	June 30, 2018
Use of Union Hiring Halls for Temporary Use of Craft Workers No. 35	On-going
All City Employees Association, Local 2006, AFSCME, Council 36, AFL-CIO	
Professional Medical Services Unit No. 10	June 30, 2018
Los Angeles Airport Peace Officers Association	
Peace Officers Representation Unit No. 30	June 23, 2018
Airport Supervisory Police Officers' Association of Los Angeles	
Supervisory Peace Officers' Unit No. 39	June 30, 2018
Airport Police Command Officers Association of Los Angeles	
Management Peace Officers' Unit No. 40	June 30, 2018

Source: Department of Airports of the City of Los Angeles.

The Human Resources Division of the Department is responsible for counseling employees and managers regarding proper personnel and civil service procedures and rules; representing management in contract negotiations with unions; maintaining a comprehensive strike plan for the Department's various divisions; acting as Skelly/hearing officer in disciplinary meetings; representing management in grievance meetings and arbitration hearings; providing recommendations to management on staffing needs; and providing training to employees and supervisors.

Retirement Plan

Department employees participate in LACERS or Los Angeles Fire and Police Pension Plan ("LAFPP"). In 2016 the Charter was amended to, among other things, provide that new Airport Peace Officers to enroll in

LAFPP and allows then current Airport Peace Officers to transfer into LAFPP from LACERS. Airport Peace Officers were permitted to elect to participate in LAFPP beginning in January 2018.

LACERS is a contributory plan, established in 1937 under the Charter, covering most City employees except certain uniformed fire and police personnel and employees of the Department of Water and Power. LAFPP, established in 1899 and incorporated into the Charter in 1923, represents contributory plans covering uniformed fire, police, Harbor police and Airport police. The LACERS and LAFPP plans are the obligation of the City. Under requirements of the Charter, the Department makes contributions to LACERS and LAFPP with respect to its employees in amounts determined by LACERS or LAFPP, as the case may be, and its actuaries. The Department does not participate in the governance or management of LACERS or LAFPP, as the case may be.

The Department's pension cost varies from year to year depending on, among other things, the annual contribution rate determined by LACERS and its actuaries, the total salaries paid to the Department's covered employees and the retirement benefits accruing to those employees. The Department contributed approximately \$73.7 million, \$69.8 million, \$62.2 million, \$58.0 million, and \$54.7 million to LACERS with respect to LAX in Fiscal Years 2017, 2016, 2015, 2014 and 2013, respectively. The Department contributed approximately \$442 thousand to LAFPP in Fiscal Year 2018. For each of these Fiscal Years, the contribution made by the Department equaled 100% of the annual required contribution as calculated by LACERS, LAFPP and their respective actuaries.

For Fiscal Year 2017, pursuant to GASB 68, a proportional allocation of the City's Net Pension Liability in the aggregate amount of approximately \$761.2 million was allocated to the Department with respect to LAX. In 2012, GASB issued Statement No. 68, Accounting and Financial Reporting for Pensions ("GASB 68"), which applies to governmental entities such as the Department. GASB 68 revised and established new financial reporting requirements for most governments that provide their employees with pension benefits, including the Department. GASB 68, among other things, requires governments providing defined benefit pensions to recognize the difference between pension plans' fiduciary net position (the amount held in a trust for paying retirement benefits, generally the market value of assets) and their long-term obligation for pension benefits as a liability ("Net Pension Liability"), and provides greater guidance on measuring such obligation, including specific guidelines on projecting benefit payments, use of discount rates and use of the "entry age" actuarial cost method. GASB 68 also revised and implemented new note disclosures and required supplementary information. The GASB 68 standards apply to financial reporting but not to the actuarial calculation of annual employer pension contributions, which continue to be determined actuarially by each plan. The provisions in GASB 68 are effective for fiscal years beginning after June 15, 2014. GASB 68 addresses the disclosure of pension liability only and does not impose any funding requirements.

Due to LACERS' and LAFPP's smoothing methodology, certain investment losses have not been recognized in the determination of LACERS' and LAFPP's UAAL. Aggregate contributions by the Department to LACERS and LAFPP are expected to increase significantly in the coming Fiscal Years, as contribution rates are subject to change due to changes in market conditions, assumptions and funding methodologies.

Investors are cautioned that information about the City's Net Pension Liability, LACERS and LAFPP, including UAALs, funded ratios and calculations of required contributions, included or referenced in this Official Statement, are "forward looking" information. Such "forward looking" information reflects the judgment of LACERS AND LAFPP and their actuaries as to the amount of assets that LACERS and LAFPP will be required to accumulate to fund future benefits over the lives of the currently active employees, vested terminated employees and existing retired employees and beneficiaries. These judgments are based upon a variety of assumptions, one or more of which may prove to be inaccurate and/or be changed in the future.

For information regarding the City's Net Pension Liability, LACERS-related and LAFPP-related unfunded actuarial accrued liabilities, LACERS and LAFPP system assets, LACERS and LAFPP funded ratios and certain of the City's projected contributions to LACERS and LAFPP, related assumptions and other LACERS-related and LAFPP-related information, see APPENDIX B – "ANNUAL FINANCIAL REPORT OF LOS ANGELES WORLD AIRPORTS (DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES, CALIFORNIA) LOS ANGELES INTERNATIONAL AIRPORT FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016" and APPENDIX H – "CERTAIN INFORMATION REGARDING THE CITY OF LOS ANGELES." The information in APPENDIX H has been provided by the City. The LACERS Reports and LAFPP Reports are available on LACERS' and LAFPP's website and contain additional information regarding LACERS and LAFPP assumptions, plan details and investment of plan assets. The Department is relying upon, and has not independently confirmed or verified, the accuracy or completeness of this section, Appendix H or the LACERS Reports, LAFPP Reports or

other information incorporated by reference therein. See also “CERTAIN INVESTMENT CONSIDERATIONS – Retirement Plan Funding.”

LOS ANGELES INTERNATIONAL AIRPORT

Introduction

LAX is located approximately 15 miles from downtown Los Angeles on the western boundary of the City. LAX occupies approximately 3,673 acres in an area generally bounded on the north by Manchester Avenue, on the east by Aviation Boulevard, on the south by the Imperial Highway and on the west by the Pacific Ocean. The LAX site, originally known as Mines Field, has been in use as an aviation field since 1928. During World War II it was used for military flights. Commercial airline service started in December 1946, and the present terminal complex was constructed in 1961. In the early 1980s, LAX added domestic and international terminals, parking structures and a second level roadway. LAX offers commercial air service to every major city in the United States and to virtually every major international destination, and is classified by the FAA as a large hub airport.

No airline dominates in shares of enplaned passengers or provides formal “hubbing” activity at LAX. No air carrier accounted for more than 20% of LAX’s total enplanements for Fiscal Year 2017. For Fiscal Year 2017, approximately 79.4% of passengers at LAX represented originating and destination passengers (that is, all passengers beginning or ending their trips at LAX). The remaining approximately 20.6% of passengers represented connections to or from regional markets as well as domestic connections to or from international markets. The level of connecting passengers at LAX is due primarily to: (i) LAX’s role as a major gateway to numerous international markets; (ii) the geographical location of LAX in relation to numerous markets along the west coast of the United States; (iii) the significant number of nonstop flights to and from domestic markets and (iv) the alliances among airlines serving LAX. See APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRLINE TRAFFIC AND ECONOMIC ANALYSES.”

Facilities

The Department maintains facilities occupying approximately 3,673 acres at LAX. The central terminal complex features a decentralized design concept with nine individual terminals constructed on two levels lining a U-shaped two-level roadway (the “Central Terminal Area”). The total terminal area is approximately 5.8 million square feet. Although many of the terminals are physically connected, they function largely as independent terminals with separate ticketing, baggage, security screening checkpoints and passenger processing systems.

Passenger terminal facilities include ticketing and baggage check-in on the upper departure level and baggage claim on the ground level, fronting on the lower-level roadway. Passenger terminal facilities provide access to and from aircraft arrival/departure areas. LAX currently has a total of 113 contact gates in the Central Terminal Area along with a number of remote gate positions for a total of 141 gates. Several of the jet gates accommodate propeller driven aircraft.

The existing airfield consists of four parallel east-west runways configured in two pairs. The north airfield complex includes Runway 6L-24R (8,926 feet) and Runway 6R-24L (10,285 feet). The south airfield complex includes Runway 7R-25L (11,095 feet) and Runway 7L-25R (12,091 feet). All runways are 150 feet wide, except for Runway 7R-25L, which is 200 feet wide. For approaches during Instrument Flight Rules conditions, instrument landing systems are installed on all eight runway ends. The current runway system at LAX can accommodate arrivals and departures of all commercial aircraft currently in service, including the Airbus A380.

Approximately 15,764 public parking spaces are available at LAX in parking lots owned by the Department, including approximately (i) 8,749 parking spaces in eight parking garages in the Central Terminal Area, (ii) 1,693 public parking spaces in parking Lot C, (iii) 2,700 public parking spaces in the Park One surface parking lot located adjacent to Terminal 1, (iv) 2,300 public parking spaces in the Skyview Center surface parking lot and (v) 22 public parking spaces in a cell phone waiting lot. See “USE OF AIRPORT FACILITIES – Concession and Parking Agreements.”

Cargo facilities at LAX provide approximately 2.2 million square feet of building space in 26 buildings on 166 acres of land devoted exclusively to cargo. Rental car company facilities, major commercial airline maintenance hangars and office buildings, a 12-story administration building, a control tower, a central utility plant, two flight kitchens, a fuel farm, and FAA, TSA and U.S. Coast Guard facilities are also located at LAX.

Air Carriers Serving LAX

The following table sets forth the air carriers serving LAX as of February 1, 2018. See “AIRLINE INDUSTRY INFORMATION.”

TABLE 5
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
AIR CARRIERS SERVING LAX
AS OF FEBRUARY 1, 2018

<u>Scheduled U.S. Carriers (19)</u>	<u>Foreign Flag Carriers (56)</u>	<u>Nonscheduled Carriers (18)</u>	<u>All-Cargo Carriers (35)</u>
Alaska Airlines ¹	ABC Aerolineas (Interjet)	Amerijet International	ABX Air Inc.
Allegiant Air	Aeroflot [†]	Ameristar Air Cargo	Aerologic GmbH
American Airlines [‡]	Aer Lingus	Antonov Airlines	Aerotransportes De Carga Union
Boutique Air	AeroMexico [*]	ASL Airlines Belgium	Aerotransportes Mas De Carga
Compass	Avianca/TACA [†]	CAL Cargo Airlines Ltd.	Air Bridge Cargo Airlines
Delta Air Lines [*]	Air Canada [†]	Cayman Airways Ltd.	Air China Cargo
Envoy Air	Air China [†]	Clay Lacy Aviation	Air Transport International
Frontier Airlines	Air France [*]	Cargojet Airways	Ameriflight
Great Lakes Aviation	Air New Zealand [†]	CargoLogicAir	Asiana Cargo
Hawaiian Airlines	Air Pacific (Fiji Airways)	Hi Fly Transportes Aereos SA	Atlas Air Cargo
JetBlue Airways	Air Tahiti Nui	Lynden Air	Cargolux
Mesa Airlines	Alitalia [*]	Miami Air	Cathay Pacific Cargo
MN Airlines (Sun Country)	All Nippon [†]	Silk Way West Airlines	China Airlines Cargo
Mokulele Airlines	Asiana [†]	Skybird Aviation Inc	China Cargo Airlines
SkyWest Airlines	Austrian Airlines [†]	Tampa Cargo	China Southern Cargo
Southwest Airlines	British Airways [†]	Tatonduk Outfitters (Everts Air Cargo)	Emirates SkyCargo
Spirit Airlines	Cathay Pacific [†]	TEM Enterprise (Extra Airways)	Eva Airways Cargo
United Airlines [†]	China Airlines [†]	Volga-Dnepr	FedEx
Virgin America ¹	China Eastern [*]		Flugfelagid Atlanta Hf
	China Southern [*]		Gulf & Caribbean Cargo
	Copa [†]		IFL Group
	El Al Israel		Kalitta Air LLC
	Emirates		Kalitta Charters
	Ethiopian Airlines [†]		Korean Cargo
	Etihad Airways		Lan Cargo
	Eva Airways [†]		Lufthansa German
	Hainan Airlines		National Air Cargo Group
	Hong Kong Airlines		Nippon Cargo
			Polar Air Cargo
			Qantas Airways Cargo
			Qatar Airways Cargo
			Singapore Airlines Cargo
			Southern Air
			United Parcel Service
			Western Global Airlines

* Member of Sky Team Alliance.

† Member of Star Alliance.

‡ Member of One World Alliance.

¹ On April 1, 2016, Alaska Air Group, Inc. (“Alaska Air Group”), Virgin America Inc. (“Virgin America”), and Alpine Acquisition Corp., a wholly-owned subsidiary of Alaska Air Group (“Merger Sub”), entered into an Agreement and Plan of Merger (the “Merger Agreement”), pursuant to which, subject to satisfaction or waiver of the conditions therein, Alaska Air Group will acquire Virgin America by means of a merger of Merger Sub with and into Virgin America (the “Merger”). The Merger was completed on December 14, 2016. A single operating certificate for Virgin America and Alaska Air Group was issued by the FAA on January 11, 2018, however data for the respective airlines is being presented separately until Fiscal Year 2018 data is available.

Source: Department of Airports of the City of Los Angeles.

Aviation Activity

According to ACI statistics, in calendar year 2016, LAX ranked as the 4th busiest airport in the world and the 2nd busiest airport in North America in terms of total number of enplaned passengers, and 14th busiest airport in the world and 5th busiest airport in North America in terms of total cargo. According to the United States Department of Transportation Origins and Destinations Survey of Airline Passenger Traffic for Fiscal Year 2016, LAX ranked 1st nationally in number of domestic origin and destination passengers. The following table shows the air passenger activity, total movements and cargo volume at LAX relative to the world's busiest airports.

TABLE 6
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
TOP 15 WORLDWIDE RANKINGS – CALENDAR YEAR 2016

Rank	Airport	Total Passengers	Airport	Total Movements	Airport	Total Cargo (metric tons) ¹
1	Atlanta (ATL)	104,171,935	Atlanta (ATL)	898,356	Hong Kong (HKG)	4,615,241
2	Beijing (PEK)	94,393,454	Chicago (ORD)	867,635	Memphis (MEM)	4,322,071
3	Dubai (DXB)	83,654,250	Los Angeles (LAX)	697,138	Shanghai (PVG)	3,440,280
4	Los Angeles (LAX)	80,921,527	Dallas/Fort Worth (DFW)	672,748	Incheon (ICN)	2,714,341
5	Tokyo (HND)	79,699,762	Beijing (PEK)	606,086	Dubai (DXB)	2,592,454
6	Chicago (ORD)	77,960,588	Denver (DEN)	565,503	Anchorage (ANC)	2,542,526
7	London Heathrow (LHR)	75,715,474	Charlotte (CLT)	545,742	Louisville (SDF)	2,437,010
8	Hong Kong (HKG)	70,305,857	Amsterdam (AMS)	496,256	Tokyo (NRT)	2,165,427
9	Shanghai (PVG)	66,002,414	Shanghai (PVG)	479,902	Paris (CDG)	2,135,172
10	Paris (CDG)	65,933,145	Paris (CDG)	479,199	Frankfurt (FRA)	2,113,594
11	Dallas/Fort Worth (DFW)	65,670,697	London Heathrow (LHR)	474,983	Taipei (TPE)	2,097,228
12	Amsterdam (AMS)	63,625,534	Houston (IAH)	470,780	Miami (MIA)	2,014,205
13	Frankfurt (FRA)	60,786,937	Istanbul (IST)	465,289	Singapore (SIN)	2,006,300
14	Istanbul (IST)	60,119,876	Frankfurt (FRA)	462,885	Los Angeles (LAX)	1,993,308
15	Guangzhou (CAN)	59,732,147	Toronto (YYZ)	456,536	Beijing (PEK)	1,943,159

⁽¹⁾ ACI cargo statistics do not match those presented elsewhere in this Official Statement because ACI uses a different methodology for calculating.

Source: ACI Preliminary World Airport Traffic and Results for 2016, April 2017.

As seen in Table 7 which follows, beginning in Fiscal Year 2008, several factors contributed to slow passenger enplanement growth at LAX including decreased demand levels along the West Coast of the United States and systemwide changes in the airlines' routes and structures and seat capacities. Due to the global economic environment and capacity reductions by U.S. and foreign flag carriers, total enplanements and deplanements decreased approximately 9.2% in Fiscal Year 2009 from Fiscal Year 2008. From Fiscal Year 2009 through Fiscal Year 2017, total enplaned and deplaned passengers at LAX increased at a compounded annual growth rate of approximately 3.4%. For further discussion of historical passenger activity and factors affecting aviation demand and the airline industry, see APPENDIX A – "REPORT OF THE AIRPORT CONSULTANT – AIRLINE TRAFFIC AND ECONOMIC ANALYSES – KEY FACTORS AFFECTING FUTURE AIRLINE TRAFFIC." The fiscal year used for national comparisons is different from the Department's fiscal year. See also "CERTAIN INVESTMENT CONSIDERATIONS – Financial Condition of the Airlines; Effect of Airline Industry Consolidation; Effect of Airline and Concessionaire Bankruptcies."

The following table presents historical total revenue operations (landings and takeoffs) and total domestic and international enplanements and deplanements at LAX for Fiscal Years 2008 through 2017.

TABLE 7
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
AIR TRAFFIC DATA⁽¹⁾

Fiscal Year	Revenue Operations		Enplanements and Deplanements			
	Total Operations	Operations Growth (%)	Domestic⁽²⁾	International⁽²⁾	Total⁽²⁾	Passenger Growth (%)
2008	631,986	2.2	44,834,824	17,427,929	62,262,753	1.1
2009	541,223	(14.4)	41,245,318	15,301,832	56,547,150	(9.2)
2010	545,752	0.8	42,145,783	15,752,062	57,897,845	2.4
2011	555,319	1.8	44,352,913	16,253,725	60,606,638	4.7
2012	578,876	4.2	45,957,814	16,967,262	62,925,076	3.8
2013	570,865	(1.4)	47,641,025	17,328,077	64,969,102	3.2
2014	597,734	4.7	50,158,762	18,623,420	68,782,182	5.9
2015	608,687	1.8	52,478,217	19,599,402	72,077,619	4.8
2016	627,529	3.1	56,139,431	21,669,709	77,809,140	8.0
2017	662,621	5.6	58,934,038	23,989,829	82,923,867	6.6

⁽¹⁾ Due to its date of publication, certain of the information contained in this table is more current than certain of the information contained in the Annual Financial Report of Los Angeles World Airports (Department of Airports of the City of Los Angeles, California) Los Angeles International Airport for the Fiscal Years ended June 30, 2017.

⁽²⁾ Enplaned and deplaned passengers.

Source: Department of Airports of the City of Los Angeles.

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Enplanements at LAX for the air carriers with the largest share of enplanements at LAX for the previous five Fiscal Years are shown in the table below.

TABLE 8
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
HISTORICAL TOTAL ENPLANEMENTS BY AIRLINE⁽¹⁾
(RANKED BY FISCAL YEAR 2017 RESULTS)

Airline	Fiscal Year 2013		Fiscal Year 2014		Fiscal Year 2015		Fiscal Year 2016		Fiscal Year 2017	
	Enplanements	Share ⁽²⁾	Enplanements	Share ⁽²⁾	Enplanements	Share ⁽²⁾	Enplanements	Share ⁽²⁾	Enplanements	Share ⁽²⁾
1 American Airlines ^{(3)†}	6,525,651	20.1%	6,665,990	19.4%	6,799,109	18.8%	7,613,660	19.5%	8,002,129	19.2%
2 Delta Airlines ^{(4)*}	4,171,972	12.8	5,038,929	14.7	6,020,280	16.7	6,550,711	16.8	6,838,256	16.4
3 United Airlines ^{(5)†}	6,544,226	20.1	6,568,648	19.1	6,225,103	17.2	6,020,563	15.5	6,062,305	14.6
4 Southwest Airlines	3,703,743	11.4	3,796,292	11.1	4,212,706	11.7	4,446,133	11.4	4,843,969	11.6
5 Alaska Airlines ⁽⁶⁾	1,623,552	5.0	1,741,179	5.1	1,652,816	4.6	1,763,171	4.5	1,799,163	4.3
6 Virgin America ⁽⁶⁾	1,569,289	4.8	1,657,297	4.8	1,534,368	4.2	1,607,495	4.1	1,725,332	4.1
7 Spirit Airlines	225,908	0.7	369,236	1.1	510,478	1.4	956,783	2.5	1,237,471	3.0
8 JetBlue Airways	424,534	1.3	446,183	1.3	570,938	1.6	675,589	1.7	784,922	1.9
9 Air Canada [†]	459,937	1.4	495,695	1.4	597,050	1.7	660,642	1.7	712,467	1.7
10 Qantas Airways [‡]	575,310	1.8	602,278	1.8	614,333	1.7	596,257	1.5	519,450	1.2
11 Hawaiian Airlines	323,104	1.0	339,177	1.0	422,871	1.2	441,634	1.1	440,721	1.1
12 Aerovias De Mexico*	282,156	0.9	337,368	1.0	402,416	1.1	436,396	1.1	433,813	1.0
13 Volaris	219,494	0.7	249,449	0.7	253,973	0.7	302,444	0.8	351,114	0.8
14 Cathay Pacific Airways	253,131	0.8	284,225	0.8	337,043	0.9	339,240	0.9	329,135	0.8
15 Air New Zealand [†]	324,771	1.0	331,628	1.0	336,537	0.9	335,133	0.9	313,889	0.8
16 Air France*	266,282	0.8	293,305	0.9	288,789	0.8	305,948	0.8	309,367	0.7
17 Frontier Airlines	236,827	0.7	193,216	0.6	172,297	0.5	260,241	0.7	301,653	0.7
18 Westjet	185,415	0.6	215,843	0.6	218,999	0.6	218,886	0.6	299,496	0.7
19 Lufthansa German Airlines [†]	245,700	0.8	262,448	0.8	277,103	0.8	295,623	0.8	296,968	0.7
20 Eva Airways [†]	214,341	0.7	237,182	0.7	270,524	0.7	288,719	0.7	290,206	0.7
Other	4,148,835	12.8	4,206,957	12.3	4,404,035	12.2	4,843,301	12.4	5,710,298	13.7
Airport Total ⁽²⁾	32,524,178	100.0	34,332,525	100.0	36,121,768	100.0	38,958,569	100.0	41,602,124	100.0

* Member of Sky Team Alliance.

† Member of Star Alliance.

‡ Member of One World Alliance.

(1) For those airlines that (i) were party to a completed merger or acquisition, (ii) have received a single FAA certificate and (iii) have completed operational integration, only the surviving entity is presented and the activity for the airlines that are now a part of the surviving airline are included in the information presented (including in years prior to the such merger or acquisition). Due to its date of publication, certain of the information contained in this table is more current than certain of the information contained in the Annual Financial Report of Los Angeles World Airports (Department of Airports of the City of Los Angeles, California) Los Angeles International Airport for the Fiscal Years ended June 30, 2017 and 2016.

(2) Totals may not add due to rounding.

(3) Includes US Airways, SkyWest and Compass Airlines as American Airlines.

(4) Includes SkyWest and Compass Airlines as Delta.

(5) Includes SkyWest Airlines as United.

(6) On April 1, 2016, Alaska Air Group, Virgin America, and Merger Sub, entered into the Merger Agreement, pursuant to which, subject to satisfaction or waiver of the conditions therein, Alaska Air Group will acquire Virgin America by means of a Merger. The Merger was completed on December 14, 2016. A single operating certificate for Virgin America and Alaska Air Group was issued by the FAA on January 11, 2018, however data for the respective airlines is being presented separately until Fiscal Year 2018 data is available.

Source: Department of Airports of the City of Los Angeles.

The following table presents the total revenue landed weight for the air carriers with the largest share of revenue landed weight at LAX for the previous five Fiscal Years.

TABLE 9
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
TOTAL REVENUE LANDED WEIGHT⁽¹⁾
(RANKED ON FISCAL YEAR 2017 RESULTS)
(000 LBS.)

	Airline	Fiscal Year		Fiscal Year		Fiscal Year		Fiscal Year		Fiscal Year	
		2013	Share ⁽²⁾	2014	Share ⁽²⁾	2015	Share ⁽²⁾	2016	Share ⁽²⁾	2017	Share ⁽²⁾
1	American Airlines ^{(3) ‡}	8,184,610	16.3%	8,534,591	16.2%	8,416,414	15.3%	9,557,554	16.2%	10,389,870	16.6%
2	Delta Airlines ^{(4) *}	5,650,964	11.2	6,670,030	12.7	7,479,719	13.6	8,171,783	13.8	8,114,506	12.9
3	United Airlines ^{(5) †}	7,913,761	15.8	7,947,765	15.1	7,447,619	13.5	7,181,910	12.1	7,121,940	11.4
4	Southwest Airlines	4,641,112	9.2	4,637,202	8.8	4,977,130	9.0	5,203,678	8.8	5,491,352	8.8
5	Federal Express	1,662,347	3.3	1,740,088	3.3	1,795,385	3.3	1,899,029	3.2	2,068,855	3.3
6	Virgin America ⁽⁶⁾	1,905,138	3.8	2,070,384	3.9	1,860,734	3.4	1,943,146	3.3	2,048,950	3.3
7	Alaska Airlines ⁽⁶⁾	1,611,321	3.2	1,718,274	3.3	1,658,662	3.0	1,955,974	3.3	1,897,388	3.0
8	Spirit Airlines	237,903	0.5	385,800	0.7	508,438	0.9	987,642	1.7	1,344,172	2.1
9	Qantas Airways [‡]	1,297,898	2.6	1,344,193	2.6	1,390,011	2.5	1,340,695	2.3	1,171,352	1.9
10	Cathay Pacific Airways [‡]	783,011	1.6	893,119	1.7	1,114,834	2.0	1,142,039	1.9	1,135,572	1.8
11	Korean Air [*]	1,190,283	2.4	1,179,599	2.2	1,252,622	2.3	1,132,512	1.9	1,073,416	1.7
12	JetBlue Airways	454,116	0.9	471,412	0.9	643,914	1.2	766,158	1.3	916,512	1.5
13	Air Canada [†]	559,315	1.1	599,464	1.1	734,164	1.3	828,701	1.4	876,755	1.4
14	China Southern Airlines	445,724	0.9	485,980	0.9	530,600	1.0	665,211	1.1	756,903	1.2
15	China Airlines [*]	665,450	1.3	740,766	1.4	752,462	1.4	745,284	1.3	747,304	1.2
16	Asiana Airlines [†]	554,574	1.1	641,538	1.2	655,670	1.2	653,292	1.1	745,578	1.2
17	Eva Airways [†]	606,522	1.2	639,446	1.2	741,350	1.3	748,540	1.3	727,122	1.2
18	Hawaiian Airlines	440,387	0.9	478,332	0.9	662,590	1.2	691,217	1.2	664,592	1.1
19	Lufthansa German Airlines [†]	516,082	1.0	540,673	1.0	585,469	1.1	646,035	1.1	660,532	1.1
20	Air China [†]	441,634	0.9	437,270	0.8	535,570	1.0	684,047	1.2	635,768	1.0
	Other	10,476,154	20.9	10,457,340	19.9	11,285,543	20.5	12,231,733	20.7	14,115,666	22.5
	Airport Total ⁽²⁾	50,238,306	100.0	52,613,266	100.0	55,028,900	100.0	59,176,180	100.0	62,704,105	100.0

* Member of Sky Team Alliance.

† Member of Star Alliance.

‡ Member of One World Alliance.

(1) For those airlines that (i) were party to a completed merger or acquisition, (ii) have received a single FAA certificate and (iii) have completed operational integration, only the surviving entity is presented and the activity for the airlines that are now a part of the surviving airline are included in the information presented (including in years prior to the such merger or acquisition). Due to its date of publication, certain of the information contained in this table is more current than certain of the information contained in the Annual Financial Report of Los Angeles World Airports (Department of Airports of the City of Los Angeles, California) Los Angeles International Airport for the Fiscal Years ended June 30, 2017 and 2016.

(2) Totals may not add due to rounding.

(3) Includes US Airways, SkyWest and Compass Airlines as American Airlines.

(4) Includes SkyWest and Compass Airlines as Delta.

(5) Includes SkyWest Airlines as United.

(6) On April 1, 2016, Alaska Air Group, Virgin America, and Merger Sub, entered into the Merger Agreement, pursuant to which, subject to satisfaction or waiver of the conditions therein, Alaska Air Group will acquire Virgin America by means of a Merger. The Merger was completed on December 14, 2016. A single operating certificate for Virgin America and Alaska Air Group was issued by the FAA on January 11, 2018, however data for the respective airlines is being presented separately until Fiscal Year 2018 data is available.

Source: Department of Airports of the City of Los Angeles.

In Fiscal Year 2017, according to traffic reports submitted to the Department by the airlines, LAX total air cargo volume was approximately 2.3 million tons. The following chart provides information concerning cargo traffic at LAX over the last ten Fiscal Years.

TABLE 10
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
ENPLANED AND DEPLANED CARGO⁽¹⁾
(TONS)

Fiscal Year	Domestic Cargo	Annual Growth	International Cargo	Annual Growth	Total Cargo	Annual Growth
2008	877,455	(10.1)	1,095,273	(1.0)	1,972,728	(5.2)
2009	728,705	(17.0)	886,594	(19.1)	1,615,299	(18.1)
2010	792,005	8.7	1,067,249	20.4	1,859,253	15.1
2011	791,414	(0.1)	1,101,270	3.2	1,892,685	1.8
2012	807,532	2.0	1,107,499	0.6	1,915,032	1.2
2013	814,920	0.9	1,134,220	2.4	1,949,140	1.8
2014	805,423	(1.2)	1,127,263	(0.6)	1,932,685	(0.8)
2015	838,095	4.1	1,274,616	13.1	2,112,710	9.3
2016	853,422	1.8	1,267,466	(0.6)	2,120,888	0.4
2017	894,193	4.8	1,423,921	12.3	2,318,113	9.3

⁽¹⁾ Due to its date of publication, certain of the information contained in this table is more current than certain of the information contained in the Annual Financial Report of Los Angeles World Airports (Department of Airports of the City of Los Angeles, California) Los Angeles International Airport for the Fiscal Years ended June 30, 2017.

Source: Department of Airports of the City of Los Angeles.

Cargo volumes at LAX have increased from approximately 1.97 million in Fiscal Year 2008 to approximately 2.3 million in Fiscal Year 2017, averaging approximately 1.97 million tons each Fiscal Year.

See “CERTAIN INVESTMENT CONSIDERATIONS” for discussion of some factors that may impact future aviation activity at LAX. See “USE OF AIRPORT FACILITIES” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRLINE TRAFFIC AND ECONOMIC ANALYSES – KEY FACTORS AFFECTING FUTURE AIRLINE TRAFFIC.” for a discussion of the impact of aviation activity on revenues generated at LAX.

Competition

The region served by LAX (the “Airport Service Region”) includes primary and secondary areas. The primary geographical area served by LAX consists of the Los Angeles-Long Beach-Riverside Combined Statistical Area (“Los Angeles CSA”) as designated by the United States Bureau of the Census and includes the five-county area of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. There are six air carrier airports within the primary area. According to statistics, LAX is the dominant airport in the primary area, with approximately 77.2% of the total enplaned passengers in Fiscal Year 2017. In Fiscal Year 2017, LAX accounted for approximately 95.2% of LAX’s primary area’s international enplaned passengers.

Three other airports, Ontario International Airport (ONT), Bob Hope Airport (BUR) in Burbank and John Wayne Airport (SNA) in Orange County, provide air service to major domestic markets and together accounted for approximately 14.8% of total enplaned passengers in LAX’s primary area in Fiscal Year 2017. Two other airports, Long Beach Airport (LGB) and Palm Springs Airport (PSP), provide limited air service to destinations outside of the Airport Service Region and accounted for approximately 4.3% of enplaned passengers in LAX’s primary area in Fiscal Year 2017.

The secondary area served by LAX, which includes many of the counties surrounding the Los Angeles CSA, is defined by the location of (and the airline service offered at) other “nearby” air carrier airports. The secondary area comprises seven airports with scheduled air carrier service including Bakersfield’s Meadows Field (BFL), Imperial County Airport (IPL), Carlsbad’s McClellan-Palomar Airport (CRQ), San Diego International Airport (SAN), San Luis Obispo Regional Airport (SBP), Santa Barbara Municipal Airport (SBA), and Santa Maria Municipal Airport (SMX). In addition, Oxnard Airport (OXR) is a general aviation airport located 63 miles to the northwest of LAX.

Emergency Management

The Department has four core groups that are responsible for emergency management: Fire, Law Enforcement, Airport Operations and Emergency Management Division. These core groups are responsible for the emergency planning for all phases of emergency management: mitigation, preparedness, response and recovery. The roles and responsibilities of each entity within these four groups are defined by Emergency Support Functions in the federal National Incident Management System (“NIMS”), the National Response Framework, the California Standardized Emergency Management System (“SEMS”), FAA Regulation Part 139 (“FAR 139”), the Charter, the Airport Rules and Regulations and other statutes. The “Airport Rules and Regulations” are established pursuant to the Charter in order to, among other things, comply with FAA and TSA regulations which require the Department to establish operational and safety procedures and institute certain secondary measures for airport certification. Emergency management responsibilities for the core groups include: (1) hazard vulnerability analysis, (2) development and maintenance of emergency operations plans, (3) integration with the City’s Emergency Operations Organization and the emergency processes of other City departments and agencies, (4) developing, conducting and coordinating training and exercises, (5) planning for continuity of operations/continuity of government for the Airport System, (6) oversight of implementation for new emergency guidelines, mandates, technology, emergency response and preparedness systems at local, state, federal and international levels concerning airport emergency operations and (7) responding to and activating the Department Operations Center, and sending Department representation to the City Emergency Operations Center for emergency activations.

The Department is required by certain federal, state, City and other directives to develop and maintain a number of airport emergency response plans to ensure protection of lives and property and mitigation measures to lessen the impact on the disruption of business. The Department is also subject to Homeland Security Presidential Directive 5, which requires compliance with the NIMS and the National Response Framework. The State requires compliance with SEMS. Under FAR 139 the Department is required to create, maintain and exercise specific emergency plan components that must be specific to LAX and contained in FAA approved Airport Certification Manuals. These plans set forth emergency procedures to ensure prompt response to emergencies to save lives, minimize the possibility and extent of personal and property damage and ensure recovery of the critical transportation infrastructure. The Department has included these emergency procedures in the Airport Rules and Regulations for LAX. The Department holds emergency plan exercises as required by the FAA, TSA regulations, security directives, FAR 139 mandates and City exercise programs. A yearly security exercise is held under the direction of Airport Police and through the collaborative efforts and participation of airport stakeholders. The Department conducts and participates in a number of additional scheduled exercises with federal, airline and City agencies to exercise and test mitigation, preparedness, response and recovery.

See also “CERTAIN INVESTMENT CONSIDERATIONS –Security Concerns” and “—Seismic Risks.”

CERTAIN FUNDING SOURCES

Passenger Facility Charges

Generally, the PFC Acts permit public agencies controlling certain commercial service airports to charge each enplaning passenger a facility charge ranging from \$1.00 to \$4.50. The proceeds from passenger facility charges must be used to finance eligible airport-related projects. Eligible airport-related projects approved by the FAA are referred to in this Official Statement as “Approved PFC Projects.” Public agencies wishing to impose and use passenger facility charges to finance eligible airport-related projects must apply to the FAA for the authority to do so. The Department has received approval from the FAA to collect a passenger facility charge up to \$4.50 on each enplaning passenger at LAX.

The Department expects to submit additional applications to impose and use passenger facility charges for eligible expenditures including, but not limited to, PFC Eligible Obligations (as defined below). If such applications to impose and use passenger facility charges for eligible expenditures are approved, such approval may extend the date by which such PFC revenues are expected to be collected.

PFC revenues to fund certain Approved PFC Projects are collected by air carriers as part of the price of a ticket and then remitted to the Department. The air carriers are permitted by the PFC Acts to retain a portion of each passenger facility charge collected (currently \$0.11 of each passenger facility charge collected) as compensation for collecting and handling PFC revenues. PFC revenues received by the Department are net of this collection fee. Since 1993, the Department has received approval from the FAA to impose and use approximately \$4.1 billion of PFC revenues (including investment income) at LAX. Total PFC revenues collected by the Department as of June

30, 2017 was approximately \$2.5 billion (which includes approximately \$211 million of interest). The Department has passenger facility charge collection authority until September 1, 2026.

A portion of the projects in the Capital Program are expected to be funded from passenger facility charges and collections that have not yet been applied for or approved.

PFC revenues may also be used for the payment of debt service on certain portions of Senior Bonds and/or Subordinate Obligations issued to finance all or a portion of Approved PFC Projects (“PFC Eligible Obligations”). The Department expects to pay a portion of the debt service on the PFC Eligible Obligations with PFC revenues. However, the Department is prohibited from using PFC revenues to pay debt service on PFC Eligible Obligations in excess of the amounts of passenger facility charges approved by the FAA for the Approved PFC Projects. If the actual cost of Approved PFC Projects is less than the amount approved by the FAA, the Department may be required to submit an amendment to the FAA application to reduce the approved amount for applicable projects. The proceeds of the Series 2008A Senior Bonds, the Series 2009A Senior Bonds, the Series 2010A Senior Bonds, the Series 2010D Senior Bonds, the Series 2015 Senior Bonds, the Series 2016A Subordinate Bonds and the Series 2018B Senior Bonds, financed or refinanced Approved PFC Projects and are PFC Eligible Obligations.

Pledged Revenues do not include PFC revenues unless otherwise included in Pledged Revenues pursuant to a Supplemental Senior Indenture. To date, the Department has not elected, and the Department has no current plans to elect, to include PFC revenues in Pledged Revenues nor otherwise pledge PFC revenues to the payment of the Senior Bonds or the Subordinate Obligations. However, the Department expects to use PFC revenues to pay a portion of the debt service on PFC Eligible Obligations. Debt service paid with PFC revenues is not included in the calculation of the rate covenant set forth in the Senior Indenture. Debt service on Additional Senior Bonds expected to be paid from irrevocably committed PFC revenues is not included in the additional bonds test set forth in the Senior Indenture although the Department has not made any such irrevocable commitment of PFC revenues. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS – Pledge of Subordinate Pledged Revenues – Senior Rate Covenant” and “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS —Passenger Facility Charges.”

No assurance can be given that PFC revenues will actually be received in the amounts or at the times contemplated by the Department. The amount and timing of receipt of actual PFC revenues are expected to vary depending on actual levels of qualified passenger enplanements at LAX. If PFC revenues are not available, the Department may be required to eliminate or scale down projects or incur additional indebtedness, possibly including issuing Additional Senior Bonds, Additional Subordinate Bonds or Subordinate Commercial Paper Notes, to finance such projects. In the event of an airline bankruptcy, it is unclear whether the Department would be afforded the status of a secured creditor with regard to PFC revenues collected or accrued with respect to that airline. The actual amount of PFC revenues received in each Fiscal Year may vary depending on the number of qualifying passenger enplanements at LAX. See “CERTAIN INVESTMENT CONSIDERATIONS – Considerations Regarding Passenger Facility Charges,” “—Delays and Cost Increases; Future Capital Projects; Additional Indebtedness,” “—Demand for Air Travel, Aviation Activity and Related Matters” and “—Financial Condition of the Airlines; Effect of Airline Industry Consolidation; Effect of Airline and Concessionaire Bankruptcies” and the discussion regarding a number of factors that may impact the number of passenger enplanements and the Department’s receipt of PFC revenues. See also “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – Capital Program Costs” and “—Passenger Facility Charges” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – FUNDING THE AIRPORT CAPITAL PROGRAM – Passenger Facility Charge Revenues” for additional information about the Department’s expected use of PFC revenues.

Grants

Under the AIP the FAA awards grant moneys to airports around the country for capital improvement projects and airport operating costs. AIP grants include entitlement funds, which are apportioned annually based upon the number of enplaned passengers and total landed weight of all-cargo aircraft at the airport, as well as discretionary funds, which are awarded by the FAA based on a national priority system. Generally, federal grants are paid to the Department on a reimbursement basis when the grant agreement is approved and after eligible expenditures are made. The amount and timing of receipt of actual AIP grant moneys may vary and may not be reimbursed for a significant period of time after the eligible expenditure is made. If AIP grant moneys are not available or timely reimbursed, the Department may be required to eliminate or scale down projects or incur additional indebtedness, possibly including issuing Additional Senior Bonds, additional Subordinate Bonds or

Subordinate Commercial Paper Notes, to finance such projects. The Department has received approximately \$276.2 million in AIP grants authorized for acceptance by the Board since June 2008. See “CERTAIN INVESTMENT CONSIDERATIONS – Federal Funding; Impact of Federal Sequestration” and “—Delays and Cost Increases; Future Capital Projects; Additional Indebtedness.”

Pursuant to the Aviation and Transportation Security Act, the Department has been awarded approximately \$256 million of reimbursements from the Department of Homeland Security for the installation of in-line baggage screening systems, of which approximately \$235 million has been received as of June 30, 2016 for projects completed at LAX. In June 2011, the Board approved the award of approximately \$13.4 million from the TSA for the Department’s Closed Circuit Television Security System at LAX. During Fiscal Year 2017, the Department received approximately \$3 million for security-related reimbursements at LAX.

The Department is subject to periodic compliance reviews by the FAA and the Office of the Inspector General, some of which have included a review of payments made by the Department to the City, to verify the Department’s compliance with applicable federal laws, FAA grant assurances and FAA policies concerning the use of airport revenue and airport revenue diversion. In addition, interested parties such as Airlines for America (formerly known as the Air Transport Association of America) and Aircraft Owners and Pilots Association may initiate U.S. DOT proceedings relating to these types of issues.

A portion of the projects in the Capital Program are expected to be funded from AIP grants that have not yet been applied for or approved. See “AIRPORT AND CAPITAL PLANNING” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – FUNDING THE AIRPORT CAPITAL PROGRAM – Federal Grants” for additional information about the Department’s expectations concerning grants.

Customer Facility Charges

Applicable law permits the Department to require the collection by rental car companies of a customer facility charge (“Customer Facility Charge”) at a rate charged on a per-day basis up to \$9 per day (for up to 5 days). Currently, the Department requires rental car companies to collect a Customer Facility Charge at a rate charged on a per-day basis of \$7.50 (for up to 5 days). The Department expects to increase the rate to \$9 per day (for up to 5 days) on July 1, 2022 or sooner if the CONRAC is completed sooner.

For the fiscal year ended June 30, 2017, the Department collected approximately \$35.5 million in Customer Facility Charge revenues, which amount reflects revenues from a \$10 Customer Facility Charge per rental car contract. Through June 30, 2017, the Department had collected approximately \$284.0 million in the aggregate of Customer Facility Charge revenues.

The Customer Facility Charges collected by the rental car companies on behalf of the Department are permitted under applicable law to finance, design and construct the CONRAC; to finance, design, construct and operate a common-use transportation system (the APM System, as described in this Official Statement), as well as acquiring vehicles for use in that system; and to finance, design and construct terminal modifications to accommodate the common-use transportation system.

Pledged Revenues do not include Customer Facility Charge revenues unless otherwise included in Pledged Revenues pursuant to a Supplemental Senior Indenture. To date, the Department has not elected, and the Department has no current plans to elect, to include Customer Facility Charge revenues in Pledged Revenues nor otherwise pledge Customer Facility Charge revenues to the payment of the Senior Bonds or the Subordinate Obligations.

For additional discussion regarding Customer Facility Charges, see “USE OF AIRPORT FACILITIES – Concession and Parking Agreements – Rental Cars,” “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program,” “—Certain Other Projects,” “—The Automated People Mover System” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM.”

USE OF AIRPORT FACILITIES

General

The Department permits airlines and other parties to use Airport facilities, and receives payment for the use of Airport facilities, pursuant to a variety of arrangements, all of which are intended to fulfill the Department’s goal of recovering all costs allocable to areas used from the users of such facilities (including, but not limited to, costs for

capital, debt service, maintenance and operations, certain airline equipment and infrastructure). Generally these arrangements consist of:

- Air Carrier Operating Permits;
- The Airport Terminal Tariff and the Rate Agreement;
- Terminal leases;
- Facilities Use Terms and Conditions;
- Concession and parking agreements;
- Non-exclusive licensing agreements; and
- Various other building and miscellaneous leases including for cargo and hangar facilities.

Operating Permits – Landing and Apron Facilities and Landing Fees

The Department has entered into separate operating permits covering the use of landing and apron facilities with air carriers serving LAX. These operating permits grant operating rights to each airline typically for a ten-year term, and are commonly referred to as the “Air Carrier Operating Permits” or the “ACOPs.” For new ACOPs, the Department is currently authorized to issue ACOPs that expire June 30, 2022, with an option to extend each ACOP for another 10-year term. The ACOPs are terminable by either party on 30 days’ notice. The ACOPs require each airline to pay a landing and apron fee to the Department for each aircraft that uses the landing and apron facilities at LAX, generally equal to the product of (i) the units of maximum gross landed weight of the aircraft, with each unit being 1,000 pounds, multiplied by (ii) the applicable landing or apron fee rate currently in effect. Air carriers that are not a party to an ACOP must still comply with the Airport Rules and Regulations, which require the uninterrupted payment of landing and apron fees and such landing and apron fees are substantially higher than for air carriers that are party to an ACOP. The landing and apron fee rates to be charged during each Fiscal Year are based upon the Department’s then-current budget and are adjusted at the end of each Fiscal Year to reflect the actual expenses incurred. All adjustments for deficiencies are billed when determined and overages are credited to the affected airlines. The Department expects that the ACOPs will be renewed upon their expiration, though no assurances can be given that they will be, or that the terms of the new ACOPs will be the same as the existing terms.

For Fiscal Year 2017, revenues to the Department at LAX from landing fees were approximately \$260.9 million. See “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion of Fiscal Year 2017.” See also APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – FINANCIAL PERFORMANCE – PLEDGED REVENUES – Airline Revenues.”

Airport Terminal Tariff

Airlines and businesses involved in aeronautical activities other than governmental activities or concessions (each, an “Aeronautical User”) use terminal space at LAX under the terms of the LAX Passenger Terminal Tariff (the “Airport Terminal Tariff”). The Airport Terminal Tariff has no term or expiration date but is subject to change from time to time by the Board. After consultation with airline representatives regarding the Department’s rates and charges, on September 17, 2012, the Board approved certain changes to the Airport Terminal Tariff, as described below, which became effective on January 1, 2013, in all terminals at LAX; provided, however, the Airport Terminal Tariff expressly does not apply to Terminal 4 unless and until all airlines using Terminal 4 are subject to the rate methodology adopted on September 17, 2012. The Department has entered into a lease for the use of terminal space in Terminal 4 with American Airlines that expires in December 2024. Under this lease, rental rates are not charged pursuant to the Airport Terminal Tariff, rather rental rates on terminal premises and on ground areas are adjusted periodically, typically every five years, by mutual agreement or, if the parties are not able to agree, then by a process directed at establishing a rent based on the then-current fair rental value. American Airlines is required to pay operation and maintenance charges based on the methodology of the Airport Terminal Tariff. American Airlines is a party to a Rate Agreement (described below); however, the Rate Agreement rates do not apply to the space leased by American Airlines in Terminal 4. The rental rates under all other terminal leases are governed by the Airport Terminal Tariff.

Terminal rates under the Airport Terminal Tariff are designed to recover all costs, including administrative and access costs, allocable to terminal space used by Aeronautical Users. Under the Airport Terminal Tariff, Aeronautical Users are required to pay to the Department:

- Terminal Buildings Charge – A charge based on an equalized rate calculated by the Department by dividing the total of all capital and maintenance and operation costs allocated by the Department to the passenger facilities at LAX by the total rentable areas in the Terminals.
- FIS Fee – A fee based on an equalized rate calculated by the Department by dividing the total of all capital and maintenance and operation costs allocated by the Department to Federal Inspection Services (“FIS”) areas at LAX by the number of international passengers passing through the FIS facilities.
- Common Use Area Fees and Charges – Fees and charges based on rates calculated by the Department based on airlines’ use of common areas in the Terminals, such as hold rooms, baggage claim systems and ticket counters.
- Terminal Special Charges – Fees based on rates calculated by the Department for use by the Aeronautical Users of certain equipment and services at LAX that are not otherwise billed to Aeronautical Users through the rates and charges described above, such as, in certain terminals custodial services, outbound baggage system maintenance, terminal airline support systems and loading bridge capital and maintenance.

Aeronautical Users subject to the Airport Terminal Tariff are required to provide a performance guaranty which is at least three times the sum of the estimated monthly installments of the Terminal Buildings Charge and other amounts.

For Fiscal Year 2017, revenues to the Department at LAX from terminal rentals were approximately \$436.4 million. See “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion of Fiscal Year 2017.” See also APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – FINANCIAL PERFORMANCE – PLEDGED REVENUES.”

Rate Agreement

In connection with the negotiation of the terms of the Airport Terminal Tariff, to resolve certain litigation that was then pending and potential future litigation regarding the Department’s rate setting methodology, and to provide phase-in of the new rates and charges for airlines, the Department offered the airlines (including certain consortiums that have been formed to manage specified Terminal facilities at LAX) a Rate Agreement. All airlines serving LAX have executed Rate Agreements.

Pursuant to the Rate Agreements, each applicable airline (a “Signatory Airline”) consented to and waived its right to challenge the application of the Airport Terminal Tariff rate methodology approved by the Board in September 2012. Under the Rate Agreement, the rates and charges under the Airport Terminal Tariff are phased in over five years, with the initial Terminal Building Rate set at \$75.00 per rentable square foot for calendar year 2013. In calendar years 2014 through 2017 the Terminal Building Rates were discounted by 20%, 15%, 10% and 5%, respectively. Since the end of calendar year 2017, the Terminal Building Rate is charged pursuant to the Airport Terminal Tariff without discount. The FIS rate is charged pursuant to the Airport Terminal Tariff, as described above, without discount.

The Rate Agreement permits the Department to charge the Signatory Airlines for, among other things, the recovery of certain types of capital costs or operations and maintenance expenses, including those costs related to ground access for vehicles and pedestrians, such as airside and landside access, and Airport access generally. Through annual updates to the rates and charges under the Rate Agreement the Department is entitled to collect from Signatory Airline a significant portion of the capital costs and operation and maintenance expenses related to the Capital Program.

Beginning in calendar year 2014, the Department provided Signatory Airlines a credit for a portion of the concession revenues generated in these terminals at LAX. The amount of these credits in Fiscal Year 2017 was approximately \$33.9 million. These credits result in a reduced Terminal Building Rate (and a corresponding reduction in revenues derived from the Terminal Building Rate) and a reduced FIS rate paid by the Signatory Airlines.

Under the Rate Agreement, the Department is required to establish a Terminal Renewal and Improvement Fund (the “TRIF”). The TRIF is required to be funded from annual net revenues from the application of the Airport Terminal Tariff. Amounts deposited in the TRIF are required to be used by the Department to fund, together with debt and grant funding, terminal related capital improvements. Deposits into the TRIF may not exceed \$125 million annually or a maximum unused fund balance amount of \$500 million. This limit is subject to annual consumer price

index increases. The Department is permitted to collect and amortize charges associated with capital projects funded from TRIF deposits, however, such collection and amortization is required to be deferred for five years after the projects are placed in service. On July 13, 2017, in accordance with the Rate Agreement, the Department transferred the entire balance of approximately \$148.9 million of the TRIF to the Airport Revenue Fund for financing terminal related capital improvements.

Under the Rate Agreement, beginning in calendar year 2014, 50% of the funds in the TRIF, that are not otherwise committed to projects, in excess of the TRIF limit described above, are required to be deposited in a Revenue Sharing Fund. As of July 13, 2017, \$4.7 million of TRIF funds were in excess of the limits described above and deposited in the Revenue Sharing Fund. The remaining excess funds may be used by the Department for any lawful purpose. Amounts deposited in the Revenue Sharing Fund are required to be distributed to the Signatory Airlines as a credit against any amount due in the following priority: first, against Terminal rents and second, against landing fees. See APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – FINANCIAL PERFORMANCE – PLEDGED REVENUES.”

Land and Other Non-Terminal Building Rentals

In addition to terminal leases, under a variety of leases, permits and other use agreements, the Department rents certain cargo, maintenance and other building facilities (“Land Rentals”) and ancillary land facilities at LAX (“Other Building Rentals”). The rental rates and other terms for Land Rentals and Other Building Rentals vary. See “—Facilities Use Terms and Conditions.”

In Fiscal Year 2017, revenues to the Department from Land Rentals were approximately \$98.6 million and revenues to the Department from Other Building Rentals were approximately \$57.0 million. See “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion of Fiscal Year 2017.”

Department Acquisition of Certain Terminal Improvements; Credits

In connection with certain Terminal leases, certain Aeronautical Users have agreed to undertake renovations to their leased Terminals. These renovations may include (i) proprietary renovations, which generally include branded improvements to the Terminal and other improvements unique to the Aeronautical User’s operational needs; (ii) Aeronautical User renovations, which generally include non-proprietary improvements to the Terminal usable by any Aeronautical User operating in the Terminal (“Aeronautical User Improvements”); and (iii) Terminal renovations, which generally include improvements to the Terminal that are allocated to the public areas (“Terminal Improvements”). Terminal renovations may also include provision for certain relocations of Terminal users to enable the Terminal renovations.

Under the Department’s Terminal leases, subject to certain conditions, the Department has agreed to purchase from Aeronautical Users certain Aeronautical User Improvements in the aggregate amount of approximately \$1.1 billion (of which as of June 30, 2017, approximately \$813.4 million have not been purchased) and the Department has the option to purchase from Aeronautical Users certain Terminal Improvements in the aggregate principal amount of approximately \$873.9 million (of which as of June 30, 2017, approximately \$531.2 million have not been purchased). If the Department does not exercise the option to purchase the Terminal Improvements, it may be required under the applicable Terminal lease to issue to the applicable Aeronautical User a credit in an amount to reimburse the applicable Aeronautical User for costs related to such Terminal Improvements and imputed interest. If such credits are issued, the credits may be issued and amortized on a straight line basis over the period from the date on which the Department could exercise the option to purchase the Terminal Improvements through the end of the Terminal lease or such date as the Department extinguishes the credit through cash payment. The Department retains the option to purchase the Terminal Improvements and related credits at any time during the term of the Terminal lease.

The Department, pursuant to the Department’s Terminal leases, also may be required to issue credits to certain Aeronautical Users responsible for the cost of relocating other Terminal users to facilitate the Terminal renovations, for the cost of such relocations. The amounts of these credits may vary depending on the scope of the required relocations. As of June 30, 2017, the Department had agreed to issue approximately \$74.7 million of relocation rental credits (of which, as of June 30, 2017, approximately \$71.2 million remain outstanding). Pursuant to the Department’s Terminal leases, Department’s exposure to the application of these rental credits is scheduled to end prior to June 30, 2018.

Credits are applied as an offset against amounts otherwise due to the Department by such Aeronautical Users as charges for use of LAX facilities, including amounts owed pursuant to the Airport Terminal Tariff and landing fees. Because these credits are applied as an offset to amounts owed to the Department by such Aeronautical Users, the Department receives less money from these Aeronautical Users than such Aeronautical Users would otherwise provide absent the credit. Thus, although the credits are not secured by any pledge of or lien on the Department's revenues, the effect of using such credits is the creation of a higher payment priority for such credits than for the Senior Bonds or the Subordinate Bonds. See "OUTSTANDING OBLIGATIONS AND DEBT SERVICE SCHEDULE – Other Obligations – Credits."

The Department is in negotiations with certain Aeronautical Users regarding new Terminal leases that may contain terms similar to those described above. If the Department enters into any such new leases, the Department may agree to be obligated or have the right to purchase from such Aeronautical Users the applicable Aeronautical User Improvements, the cost of which purchase may be material and financed with the issuance of Additional Senior Bonds and/or Additional Subordinate Obligations when such acquisition is made.

The acquisition of certain Aeronautical User Improvements and Terminal Improvements under Terminal leases are part of the Capital Program, and those terminal acquisition projects identified in the Report of the Airport Consultant, including their capital and operating costs, financing and estimated revenue impacts, have been included in the financial analysis included in the Report of the Airport Consultant. See "AIRPORT AND CAPITAL PLANNING – Capital Development" and APPENDIX A – "REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – CAPITAL PROGRAM."

Facilities Use Terms and Conditions

Facilities Use Terms and Conditions apply to users of certain Department owned space at LAX that are not subject to a lease or the Airport Terminal Tariff, principally certain buildings in the airfield and off-Airport facilities. Facilities Use Terms and Conditions have no term or expiration date but are subject to change from time to time by the Board and include a basic per square foot charge, subject to periodic adjustment to fair market rental value. If the Department determines that any portion of the facilities to which the Facilities Use Terms and Conditions apply are being underutilized, the Department may, upon the satisfaction of certain requirements, accommodate other users in such space. Facilities Use Terms and Conditions require users to provide a performance guaranty which is at least three times the sum of the amount of the initial estimated monthly installments of base charges and other additional amounts.

Concession and Parking Agreements

The Department has entered into numerous concession agreements with terminal commercial managers, duty free concessionaires, food and beverage concessionaries, retail concessionaires and others. See APPENDIX A – "REPORT OF THE AIRPORT CONSULTANT – FINANCIAL PERFORMANCE – PLEDGED REVENUES."

Parking

The Department has entered into various parking operation and management agreements with ABM Onsite Services-West, Inc., LAZ Parking California, LLC ("LAZ") and Colliers International Real Estate Management Services (CA) (together, the "Parking Management Companies"), whereby the Parking Management Companies will provide parking facility management and operational services with respect to Department-owned parking structures and parking lots. Under these agreements the Parking Management Companies are compensated for the provision of services through various monthly management and service fees and, where applicable, are required to remit the gross revenues from the parking facilities, on a daily basis, to the Department. These agreements may be terminated by the Department upon 90 days' notice.

The Department owns the property adjacent to Terminal 1, which is operated as the Park One parking lot (the "Park One Property"). In connection with the purchase of the Park One Property, the Department assumed an operating lease with PNF-LAX, Inc. (the "PNF Lease") which expires December 31, 2029. Under the PNF Lease, the Department receives escalating annual revenues. In Fiscal Year 2017, the Department received approximately \$9.5 million, inclusive of base rent and percentage rent on gross revenues after certain thresholds are met. Under the PNF Lease, the Department has the ability to reduce the Park One Property as needed for future projects.

For Fiscal Year 2017, parking revenues to the Department at LAX were approximately \$96.7 million. See "FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion of Fiscal Year 2017."

Rental Cars

Approximately 40 rental car companies operate within 2 miles of LAX, with vehicle rental sites located off-airport. Twelve rental car companies (the “Concessionaire Rental Car Companies”) operating at LAX provide free shuttle services between LAX and their respective locations and are permitted to pick up and drop off their customers directly from the airline terminals. The Concessionaire Rental Car Companies are each required to pay annually to the Department either a minimum annual guaranty or a concession fee, as set forth in the agreements with the Concessionaire Rental Car Companies. The agreements with the Concessionaire Rental Car Companies are scheduled to expire in February 2019. The Department in its sole discretion may extend the term of such agreements for one remaining additional one-year period. The agreements also permit a Concessionaire Rental Car Company to terminate its agreement at various intervals after January 1, 2017 in the event that the Department and the Concessionaire Rental Car Companies are unable to agree on certain terms related to the planning, programming, financing and other matters related to a consolidated rental car facility (“CONRAC”) or if certain other events related to environmental approvals related to the CONRAC and Customer Facility Charge collections do not occur.

The Department requires non-Concessionaire Rental Car Companies that service LAX to enter into a non-exclusive license agreement. Subject to the terms of the non-exclusive license agreement non-Concessionaire Rental Car Companies are required to have their customers transported on LAX buses to and from a non-concessionaire rental car site located on West Century Boulevard, near Airport Boulevard. The non-exclusive license agreements expire on January 31, 2019 and are subject to termination by the Department upon 60 days’ notice. Non-Concessionaire Rental Car Companies are required to pay \$6,000 per month, which fees may be adjusted twice each year upon 30 days’ notice.

For Fiscal Year 2017, the Concessionaire Rental Car Companies paid approximately \$87.4 million in concession fees to the Department. The Department collected Customer Facility Charges for Fiscal Year 2017 of approximately \$32.6 million at LAX. Pledged Revenues do not include Customer Facility Charge revenues unless otherwise included in Pledged Revenues pursuant to a Supplemental Senior Indenture. The Department has not included Customer Facility Charge revenues in Pledged Revenues pursuant to any Supplemental Senior Indenture. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS – Flow of Funds.”

See “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program – CONRAC” and “— Passenger Facility Charges” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM” for additional information about Customer Facility Charges, the Proposed CLA, Rental Car MOUs and the CONRAC and financing thereof.

Duty Free Concessions

The Department entered into a duty free merchandise concession agreement with DFS Group L.P. (“DFS”) for the design, construction, development and operation of duty free and duty paid merchandise concession at all Terminals at LAX (the “DFS Concession Agreement”). The initial term of the DFS Concession Agreement is scheduled to expire in September 2024. Under certain circumstances, the Department has the right to extend the DFS Concession Agreement for three one year extension terms. Under the DFS Concession Agreement, DFS is required to make initial capital investments for initial improvements to its premises of approximately \$25 million and make mid-term capital investments for refurbishment of its premises of approximately \$17 million. The DFS Concession Agreement provides that the Department will receive from DFS the greater of a minimum annual guaranty or performance rent comprised of percentage rent (based on the application of certain percentages to gross sales of various categories of products) and contingent rent (10% of gross sales in excess of \$175 million). Under the DFS Concession Agreement, the minimum annual guaranty is the greater of (i) \$30 million, provided that in the second year of the DFS Concession Agreement, such amount will be increased based on the consumer price index, (ii) a percentage of the prior year’s rent payment, unless, in certain circumstances, international enplaned passengers at LAX have decreased below certain thresholds, and (iii) commencing in the third year of the DFS Concession Agreement, \$6.25 per international enplaned passenger, subject to annual consumer price index increases. DFS is required to provide a performance guaranty in an amount equal to 25% of its minimum annual guaranty.

For Fiscal Year 2017, revenues to the Department at LAX from duty free sales were approximately \$76.1 million. See “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion of Fiscal Year 2017.”

Terminal Commercial Manager Concessions

The Department has entered into terminal commercial manager concession agreements with Westfield Airports, LLC (“Westfield”), for concession development in TBIT and Terminals 1, 2, 3 and 6 (the “Westfield Concession Agreements”). Pursuant to the Westfield Concession Agreements, Westfield serves as a developer and manager of retail, specialty retail, food and beverage and other passenger services in the applicable terminals and space, including selecting concessionaires, subject to Department approval. Under the Westfield Concession Agreements, Westfield is required to develop concession and related spaces, market and promote the concessionaires, negotiate and administer contracts with each concessionaire, and monitor and manage concessionaire performance. The term of each Westfield Concession Agreement is comprised of a development period and an operational period. The Westfield Agreements are currently scheduled to expire as follows:

Terminal	Scheduled Expiration
1	June 2032
2	January 2032
3	June 2029
6	September 2030
TBIT	January 2032

Under the Westfield Concession Agreements, Westfield and its concessionaires are required to make initial capital investments in initial premises improvements in an aggregate amount of approximately \$160.5 million, initial capital investments in initial non-premises improvements in an aggregate amount of approximately \$74.5 million and capital investments in mid-term premises improvements in an aggregate amount of approximately \$32.1 million. When all of the terminal space has been delivered to Westfield, the Department is to receive from Westfield the greater of an aggregate minimum annual guaranty of approximately \$34.7 million (for Calendar Year 2015 the minimum annual guaranty was approximately \$18.2 million) or percentage rent comprised of base percentage rent (a percentage of Westfield’s revenues less certain allowances for improvements and management fees) and contingent percentage rent (a certain percentage of Westfield’s revenues in excess of certain benchmarks). Beginning in January 2014, each minimum annual guaranty is subject to increase based on the consumer price index and a percentage of the prior year’s percentage rent and to decrease based on certain reductions in passenger enplanements. Under the Westfield Concession Agreements, Westfield is required to provide performance guaranties in the initial aggregate amounts of \$2 million, which amounts are required to increase to two months minimum annual guaranty, but not less than \$3 million. The Department may terminate (a) Westfield Agreement No.1 in the thirteenth year of operation and (b) Westfield Agreement No. 2 in the tenth year of operation, in each case if Westfield does not meet certain performance targets, subject to certain buy-out payments for Westfield’s investment in improvements.

In December 2017, an affiliate of Westfield announced that Westfield Corp. is being sold to Unibail-Rodamco in a transaction that is anticipated to close during 2018, subject to receipt of approvals and satisfaction of various conditions. The Department is working with Westfield to evaluate the effects of the proposed sale on the Westfield Concession Agreements, and the Department expects that Westfield will comply with all applicable assignment and transfer provisions set forth in the Westfield Concession Agreements.

For Fiscal Year 2017, revenues to the Department at LAX from the terminal commercial manager was approximately \$43.3 million. See “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion of Fiscal Year 2017.”

Advertising Sponsorship and New Media Concession

The Department entered into a Terminal Media Operator Concession Agreement (“TMO Agreement”) with JCDecaux Airport, Inc. (“JCDecaux”), effective February 2014. Pursuant to the TMO Agreement, JCDecaux serves as terminal media operator for the development and operation of certain advertising, sponsorship and other media concession locations within LAX. Under the TMO Agreement JCDecaux is granted the right to, among other things, market certain advertising and digital activation opportunities, develop and manage advertising displays, sponsorship activations and other media elements display locations at LAX. Under the TMO Agreement, JCDecaux is, subject to Department review, required to undertake certain development activities relating to advertising displays and other media elements in TBIT and in other portions of the Airport. The TMO Agreement is scheduled to expire in December 2020. The Department, under certain circumstances and in its sole discretion, may extend the

term of the TMO Agreement for one additional period of three years. Subject to certain conditions provided in the TMO Agreement, JCDecaux is required to make an initial investment in certain improvements for the purpose of its sponsorship activations, advertising displays or other media elements equal to \$18.5 million. Additionally, JCDecaux is also required to make additional investments in certain improvements for the purpose of its sponsorship activations, advertising displays or other media elements equal to \$3.5 million over the remainder of the initial term of the TMO Agreement. The annual concession fees payable from JCDecaux to the Department under the TMO Agreement are based on a series of formulas set forth in the TMO Agreement and consist of, among other things, certain fees derived from certain minimum guarantees and/or certain fees derived from a percentage of gross revenues from advertising, media and sponsorship activities. For Fiscal Year 2017, JCDecaux was required to pay to the Department not less than an advertising minimum annual guaranty in the amount of approximately \$22.2 million and a sponsorship minimum annual guaranty in the amount of approximately \$5.3 million. Each of these minimum annual guaranties is subject to increases on an annual basis.

In Fiscal Year 2017, revenues to the Department at LAX from the TMO Agreement were approximately \$27.5 million. See “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion for Fiscal Year 2017.”

Transportation Network Companies

In August 2015, the Department approved non-exclusive license agreements (“TNC Agreements”) with various transportation network companies (“TNCs”) which connect passengers with approved drivers who provide transportation using their own vehicles and pay for the service through a mobile application. The Department’s TNC Agreements allow each company’s approved drivers access to designated airport property in connection with the provision of transportation services for airport customers, employees, and passengers with their personal baggage. Subject to the terms of the TNC Agreements, TNCs are required (except in limited circumstances) to pick-up or drop-off passengers only on the Central Terminal Area upper departure level and are only allowed to use Airport property within the designated TNC airport assignment area and designated TNC staging areas at the Airport. The TNC Agreements are subject to termination by the Department upon 7 days’ notice by the Department or upon 30 days’ written notice by the TNC. Under the TNC Agreements, TNCs are required to pay the Department a monthly license fee equal to the greater of \$25,000 or the product of (i) the number of trips conducted by the TNC’s vehicles in one calendar month and (ii) the trip fee then in effect. The current trip fee approved by the Board is \$4.00 for each drop-off or pick-up at the Airport. The Department cannot predict the impact of TNCs on revenues from parking, other ground transportation services or rental cars.

For Fiscal Year 2017, TNCs recorded nearly 7.5 million pick-ups/drop-offs at LAX resulting in approximately \$33.7 million in annual revenue for the Department. See APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – FINANCIAL PERFORMANCE – PLEDGED REVENUES” for additional information about TNC revenues.

Food and Beverage Concessions

The Department has entered into concession agreements with a number of food and beverage concessionaires for concessions at Terminals 4, 5, 7, 8 and the commuter facilities at LAX (the “Food and Beverage Concession Agreements”). The Food and Beverage Concession Agreements provide that the Department will receive from each concessionaire a concession fee equal to the greater of a minimum annual guaranty or a percentage of gross receipts. The aggregate minimum annual guaranty under the Food and Beverage Concession Agreements is approximately \$13.8 million. Under the Food and Beverage Concession Agreements, each concessionaire is required to make initial capital investments for initial improvements to such concessionaire’s premises, aggregating approximately \$37.9 million, and additional mid-term capital investments for refurbishment of the applicable premises, aggregating approximately \$7.5 million. Each food and beverage concessionaire is required to provide a performance guaranty in an amount equal to 25% of the applicable minimum annual guaranty. The Food and Beverage Concession Agreements are scheduled to expire in June 2023.

For Fiscal Year 2017, revenues to the Department at LAX for food and beverage concessions were approximately \$23.2 million. See “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion of Fiscal Year 2017.”

Retail Concessions

The Department has entered into concession agreements with a number of retail concessionaires for concessions at Terminals 4, 5, 7 and 8 at LAX (the “Retail Concession Agreements”). The Retail Concession

Agreements provide that the Department will receive from each concessionaire a concession fee equal to the greater of a minimum annual guaranty or a percentage of gross receipts. The aggregate minimum annual guaranty under the Retail Concession Agreements is approximately \$7.5 million. Under the Retail Concession Agreements, each concessionaire is required to make initial capital investments for initial improvements to such concessionaire's premises, aggregating approximately \$10.8 million, and additional mid-term capital investments for refurbishment of the applicable premises, aggregating approximately \$2.1 million. Each concessionaire is required to provide a performance guaranty in an amount equal to 25% of the applicable minimum annual guaranty. The Retail Concession Agreements are scheduled to expire in June 2023.

For Fiscal Year 2017, revenues to the Department at LAX from Retail Concession Agreements were approximately \$11.1 million. See "FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion of Fiscal Year 2017."

FINANCIAL AND OPERATING INFORMATION CONCERNING LAX

Summary of Operating Statements

The following table summarizes the financial results from operations for LAX for Fiscal Years 2013 through 2017. See APPENDIX B – "ANNUAL FINANCIAL REPORT OF LOS ANGELES WORLD AIRPORTS (DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES, CALIFORNIA) LOS ANGELES INTERNATIONAL AIRPORT FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016."

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TABLE 11
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
HISTORICAL OPERATING STATEMENTS
(DOLLARS IN THOUSANDS)⁽¹⁾

	2013 ⁽²⁾	2014 ⁽²⁾	Fiscal Year 2015 ⁽²⁾	2016 ⁽²⁾	2017
Operating revenues:					
Aviation revenue					
Landing fees	\$ 216,359	\$ 222,608	\$ 227,518	\$ 238,491	\$ 260,971
Building rentals	257,251	315,764	365,296	462,667	493,382
Other aviation revenue ⁽³⁾	84,934	90,154	95,042	102,766	105,599
Concession revenue	304,139	331,311	354,082	398,692	441,623
Airport sales and services	808	853	2,047	2,838	3,241
Other operating revenue	1,982	1,039	1,815	1,158	23,873 ⁽⁸⁾
Total operating revenue	\$ 865,473	\$ 961,729	\$ 1,045,800	\$ 1,206,612	\$ 1,328,689
Operating expenses:					
Salaries and benefits	\$ 338,004	\$ 356,726	\$ 374,018	\$ 387,595	\$ 438,153 ⁽⁹⁾
Contractual services	162,661	161,771	174,745	182,659	203,277
Administrative expense	1,126	(1,768) ⁽⁴⁾	2,890	3,288	2,905
Materials and supplies	47,908	45,726	46,102	46,062	43,830
Utilities	32,472	39,089	38,355	36,181	36,043
Advertising and public relations	3,421	3,915	4,606	4,095	2,988
Other operating expenses	3,838	4,567	4,682	3,999	15,304 ⁽¹⁰⁾
Total operating expenses before depreciation and amortization	\$ 589,430	\$ 610,027	\$ 645,398	\$ 663,879	\$ 742,500
Income from operations before depreciation and amortization	\$ 276,043	\$ 351,702	\$ 400,402	\$ 542,733	\$ 586,189
Depreciation and amortization	(134,500)	(141,795)	(178,035)	(226,439)	(298,176)
Operating Income	\$ 141,543	\$ 209,907	\$ 222,367	\$ 316,294	\$ 288,013
Non-Operating revenues/(expenses):					
Passenger facility charges	\$ 124,610	\$ 132,809	\$ 137,855	\$ 150,409	\$ 163,869
Customer facility charges	27,295	28,675	29,347	31,996	32,545
Interest income	25,231	20,413	20,327	19,638	23,327
Change in fair value of investments	(22,793) ⁽⁵⁾	1,799	(2,021)	13,776	(20,738)
Other non-operating revenue ⁽³⁾	12,067	11,122	8,618	17,985	15,743
Interest expense	(93,610)	(133,694)	(166,919)	(182,386)	(193,469)
Bond expense	(2,003)	(1,703)	(2,488)	(3,764)	(2,516)
Other non-operating expenses	(55)	(225)	(7,071) ⁽⁶⁾	(3,026)	23
Net non-operating revenues/(expenses)	\$ 70,742	\$ 59,196	\$ 17,648	\$ 44,628	\$ 18,784
Income before capital grants, and inter-agency transfers	\$ 212,285	\$ 269,103	\$ 240,015	\$ 360,922	\$ 306,797
Federal grants	12,264	24,674	30,964	49,255	87,762
Inter-agency transfers	(2,126)	6,329	5,303	5,116	1,856
Transfer of residual operation from OIAA	--	--	--	--	104,125 ⁽⁸⁾
Change in net position	222,423	300,106	276,282	415,293	500,540
Net position, beginning of period	\$ 3,828,380	\$ 4,044,923	\$ 4,345,029	\$ 4,053,417	\$ 4,468,710
Change in accounting principle and removal of net pension obligation	(5,880)	--	(567,894) ⁽⁷⁾	--	--
Net position, end of period	\$ 4,044,923	\$ 4,345,029	\$ 4,053,417	\$ 4,468,710	\$ 4,969,250

⁽¹⁾ Totals may not add due to rounding.

⁽²⁾ Restated. Certain reclassifications have been made to conform to fiscal year 2017 presentation.

⁽³⁾ Includes reimbursement of security-related expenses; TSA revenue pertaining to law enforcement officers and canines presented in non-operating revenue.

⁽⁴⁾ Fiscal Year 2014 negative Administrative expenses primarily due to an adjustment of approximately \$4.7 million for allowance for uncollectible accounts. See Note 1 to APPENDIX B – “ANNUAL FINANCIAL REPORT OF LOS ANGELES WORLD AIRPORTS (DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES, CALIFORNIA) LOS ANGELES INTERNATIONAL AIRPORT FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016.”

⁽⁵⁾ The annualized rates of return of the Treasury Pool reserve and core portfolio for Fiscal Year 2013 were approximately 0.15% and approximately 0.23% respectively, compared to prior Fiscal Year rates of approximately 2.38% and approximately 0.21%. The net change in investment rates was translated to the downward year end net adjustment of the fair value of investment securities.

⁽⁶⁾ Includes approximately \$6.948 million adjustment to Fund Balance.

⁽⁷⁾ Primarily comprised of the proportional allocation of the City's Net Pension Liability. See “THE DEPARTMENT OF AIRPORTS – Retirement Plan.”

⁽⁸⁾ Fiscal Year 2017 Other Operating Revenue includes employee salary and overhead reimbursement of approximately \$21.0 million from Ontario International Airport Authority (OIAA) pursuant to a Staff Augmentation Agreement. As described in Note 17 of the notes to the Annual Financial Report, the Department transferred the assets and liabilities of OIAA as contemplated by the OIAA Settlement Agreement on November 1, 2016. As a result of the transfer, the Department recognized a transfer of residual operation from OIAA of approximately \$104.1 million.

⁽⁹⁾ Fiscal Year 2017 salaries and benefits expense increased by approximately \$50.6 million or approximately 13.0% partially due to the inclusion of OIAA's salaries and benefits of approximately \$17.4 million subsequent to the OIAA transfer on November 1, 2016 as described in Note 17 of the notes to the Annual Financial Report.

⁽¹⁰⁾ Fiscal Year 2017 increase in other operating expense was mainly due to the accrual and payment of approximately \$3.7 million property taxes for the Park One parking lot pursuant to the lease covering the fiscal years from 2014 to 2017.

Source: Department of Airports of the City of Los Angeles.

See also APPENDIX B – “ANNUAL FINANCIAL REPORT OF LOS ANGELES WORLD AIRPORTS (DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES, CALIFORNIA) LOS ANGELES INTERNATIONAL AIRPORT FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016.”

Management Discussion of Fiscal Year 2017

Total operating revenue at LAX for Fiscal Year 2017 was approximately \$1.3 billion, an increase of approximately \$122 million, or approximately 10.1%, from Fiscal Year 2016. Landing fee revenue at LAX for Fiscal Year 2017 was approximately \$260.9 million, an increase of approximately \$22.5 million, or approximately 9.4%, from Fiscal Year 2016. Building rental revenue at LAX for Fiscal Year 2017 was approximately \$493.4 million, an increase of approximately \$30.7 million, or approximately 6.6%, from Fiscal Year 2016. The increases in building rental revenue were primarily due to the improvements and refurbishments in the terminals, scheduled rate increases, and new and renegotiated leases signed with the airlines and other tenants. Concession revenue at LAX for Fiscal Year 2017 was approximately \$441.6 million, an increase of approximately \$42.9 million, or approximately 10.8%, from Fiscal Year 2016. The increases in concession revenue were due to a combination of an increase in TNC revenue as a result of a full year of TNC operations in Fiscal Year 2017 as compared to only six months operations in Fiscal Year 2016, increased international passenger levels which resulted in increased duty free revenues, and increased advertising revenues. Other operating revenue at LAX, including airport sales and services and other aviation and operating revenue, for Fiscal Year 2017 was approximately \$132.7 million, an increase of approximately \$25.9 million, or approximately 24.3%, from Fiscal Year 2016. The increase in other operating revenue was primarily due to employee salary reimbursement (including overhead costs) of approximately \$21.0 million from OIAA. The Department does not expect OIAA employee salary reimbursements to continue beyond August 1, 2018.

Operating expenses before depreciation and amortization at LAX for Fiscal Year 2017 were approximately \$742.5 million, an increase of approximately \$78.6 million, or approximately 11.8%, from Fiscal Year 2016. Salaries and benefit expenses at LAX for Fiscal Year 2017 were approximately \$438.1 million, an increase of approximately \$50.6 million, or approximately 13.0%, from Fiscal Year 2016. The increases in salaries and benefit expenses were partially due to the inclusion of ONT's salaries and benefits of approximately \$17.4 million subsequent to the ONT transfer on November 1, 2016, bargaining agreements with employee unions, recognition of GASB 68 non-cash pension expense (of approximately \$17.2 million) and increases in allowances for workers compensation claims. Contractual services expenses at LAX for Fiscal Year 2017 were approximately \$203.3 million, an increase of approximately \$20.6 million, or approximately 11.3%, from Fiscal Year 2016. The increases in contractual services expenses were primarily due to higher city services charges, higher legal services expenses, and higher operations and emergency management expenses. Materials and supplies expenses at LAX for Fiscal Year 2017 were approximately \$43.8 million, a decrease of approximately \$2.2 million, or approximately 4.8%, from Fiscal Year 2016. Other operating expenses at LAX, including administrative expenses, utilities, advertising and public relations and other operating expense, for Fiscal Year 2017 were approximately \$57.2 million, an increase of approximately \$9.7 million, or approximately 20.3%, from Fiscal Year 2016. The increase in other operating expense was mainly due to the accrual and payment of property taxes for the Park One parking lot.

For Fiscal Year 2017, the net position of the Department with respect to LAX was approximately \$4.97 billion, an increase of approximately \$500.5 million, or approximately 11.2%, from Fiscal Year 2016.

For Fiscal Year 2017, pursuant to GASB 68, a proportional allocation of the City's Net Pension Liability, together with other pension liability adjustments, in the aggregate amount of approximately \$761.2 million were allocated to the Department with respect to LAX. GASB 68 addresses the disclosure of pension liability only and does not impose any funding requirements. The Department expects that its contributions to LACERS will continue to increase, in amounts that may be significant.

Top Revenue Providers and Sources

The following table sets forth the top ten revenue providers at LAX for Fiscal Year 2017.

TABLE 12
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
TOP TEN REVENUE PROVIDERS
FISCAL YEAR 2017
(DOLLARS IN THOUSANDS)^{(1) (2)}

1.	American Airlines ^{(3)‡}	\$	144,405
2.	United Air Lines [†]		141,473
3.	Delta Air Lines [*]		119,938
4.	DFS Group		73,982
5.	Southwest Airlines		65,613
6.	Tom Bradley Int'l Terminal Equipment		47,749
7.	Westfield		47,030
8.	Alaska Airlines ⁽⁴⁾		33,256
9.	JCDecaux		29,521
10.	Rasier ⁽⁵⁾		25,407

* Member of Sky Team Alliance.

† Member of Star Alliance.

‡ Member of One World Alliance.

(1) Excludes revenue from the federal government. The amounts in this table reflect those amounts billed by the Department to the applicable revenue providers as of June 30, 2017. Excludes rental credits, if any.

(2) For airlines that (i) were party to a completed merger or acquisition, (ii) have received a single FAA certificate and (iii) have completed operational integration, only the surviving entity is presented and the activities for the airlines that are now a part of the surviving airline are included in the information presented.

(3) Includes SkyWest and Compass Airlines as American Eagle/Envoy Air.

(4) On April 1, 2016, Alaska Air Group, Virgin America, and Merger Sub, entered into the Merger Agreement, pursuant to which, subject to satisfaction or waiver of the conditions therein, Alaska Air Group will acquire Virgin America by means of a Merger. The Merger was completed on December 14, 2016. A single operating certificate for Virgin America and Alaska Air Group was issued by the FAA on January 11, 2018, however data for the respective airlines is being presented separately until Fiscal Year 2018 data is available.

(5) Doing business on the Uber app.

Source: Department of Airports of the City of Los Angeles.

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The following table sets forth top ten revenue sources at LAX for Fiscal Year 2017.

TABLE 13
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
TOP TEN REVENUE SOURCES
FISCAL YEAR 2017⁽¹⁾
(DOLLARS IN THOUSANDS)

1. Terminal Rentals	\$ 436,381
2. Landing Fees	260,971
3. Land Rentals ⁽²⁾	98,563
4. Auto Parking	96,697
5. Rental Cars ⁽³⁾	87,433
6. Food, Beverage, Gift, News and Terminal Commercial Managers	77,555
7. Duty Free Sales	76,066
8. Other Building Rentals ⁽⁴⁾	57,001
9. Transportation Network Companies	33,678
10. Advertising	27,977

⁽¹⁾ The amounts in this table reflect those amounts received by the Department from the applicable revenue sources as of June 30, 2017.

⁽²⁾ Consists primarily of rental revenue derived from the ancillary land facilities at LAX.

⁽³⁾ Excludes Customer Facility Charges which are not included in Pledged Revenues.

⁽⁴⁾ Consists primarily of rental revenue derived from cargo, maintenance and other building facilities at LAX.

Source: Department of Airports of the City of Los Angeles.

Budgeting Process

Each year the Department's proposed budget is submitted to the Mayor by the Chief Executive Officer, and for information purposes only, the Mayor includes the Department's proposed budget as a part of the overall City budget. The final budget is adopted by the Board prior to the beginning of the fiscal year. Neither the Mayor nor the City Council may amend or otherwise change the adopted budget; however, see "THE DEPARTMENT OF AIRPORTS – Oversight."

Fiscal Year 2018 Budget

Department management developed the Fiscal Year 2018 LAX Operating Budget after considering a number of factors including recent years' operating revenue and expense trends, LAX passenger traffic projections, the Department's capital projects, including the issuance of additional debt to finance the Department's capital projects, and other Departmental goals. Staff from each of LAX's divisions prepared and submitted their preliminary budgets within the constraints defined by budget staff and submitted additional requests for review in January 2017. Budget hearings were conducted in February and March 2017 with Operating Budget staff and the Department's deputy executive directors to discuss past trends and changes in future needs. The Department's executive management reviewed the resulting budget and additional requests and made adjustments based on expenditure priority and operational need. The Board formally adopted the Fiscal Year 2018 Operating Budget in June 2017.

The Fiscal Year 2018 LAX Operating Budget projects operating revenues of approximately \$1.4 billion, approximately 5.6% higher than budgeted in the Fiscal Year 2017 LAX Operating Budget. The Department projects LAX aviation revenues of approximately \$928.6 million, approximately 4.9% higher than budgeted in the Fiscal Year 2017 LAX Operating Budget. As a significant portion of LAX aviation revenues are derived through cost recovery formulas used in calculation of airfield and terminal rates and charges, the Department projects higher LAX aviation revenues due to, among other things, increased operating expenses and debt service in the airfield and terminal cost centers. The Fiscal Year 2018 LAX Operating Budget projects non-aviation operating revenues of approximately \$457.7 million, approximately 6.9% higher than budgeted in the Fiscal Year 2017 LAX Operating Budget, as redeveloped terminal concessions, entry of transportation network companies and increased levels of passenger traffic contribute to greater terminal concession and ground transportation revenues. The Fiscal Year 2018 LAX Operating Budget projects operating expenses of approximately \$790.9 million, approximately 6.2% higher than the Fiscal Year 2017 LAX Operating Budget. The Fiscal Year 2018 LAX Operating Budget does not

include appropriations for the Capital Program or other capital improvement projects. See “AIRPORT AND CAPITAL PLANNING.” Under the Fiscal Year 2018 LAX Operating Budget, the Department has budgeted approximately \$442.8 million for salaries, benefits and other payroll expenses for the Department’s employees at LAX (representing an increase of approximately 4.4% from the Fiscal Year 2017 LAX Operating Budget) and approximately \$70.1 million for payments to the City for fire service, supplemental police assistance and other support services and personnel costs at LAX. Amounts budgeted for these expenses represent approximately 64.9% of the Department’s operating budget at LAX for Fiscal Year 2018. Personnel increases are attributable to additional resources to manage increasing vehicular traffic and passenger volume and supplemental staffing to provide operational support to effectively manage the delivery of the Capital Program. Contractual services, including payments for services provided by the City, as discussed above, are budgeted in the Fiscal Year 2018 LAX Operating Budget at approximately \$230.8 million (representing an increase of approximately 10.5% from the Fiscal Year 2017 LAX Operating Budget). See also “THE DEPARTMENT OF AIRPORTS – Employees and Labor Relations” and “—Retirement Plan.”

The following table sets forth a summary of the operating budget at LAX for Fiscal Year 2018.

TABLE 14
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
SUMMARY OF OPERATING BUDGET
FISCAL YEAR 2018⁽¹⁾
(DOLLARS IN MILLIONS)

Operating revenues:	
Aviation revenue	
Landing fees	\$ 276.5
Building rentals	543.0
Land rentals	100.2
Other aviation revenue	8.9
Concession revenue	452.0
Airport sales and services	3.7
Miscellaneous revenue	2.1
Total operating revenue	<u>\$ 1,386.3</u>
Operating expenses:	
Salaries and benefits	\$ 442.8
Contractual services	230.8
Materials and supplies	52.5
Utilities	42.7
Advertising and public relations	3.9
Other operating expenses	18.2
Total operating expenses	<u>\$ 790.9</u>
Income from operations before depreciation and amortization	\$ 595.4

⁽¹⁾ Totals may not add due to rounding.

Source: Department of Airports of the City of Los Angeles.

Debt Service Coverage

The following table shows historical debt service coverage on the Senior Bonds, the Subordinate Bonds and the Subordinate Commercial Paper Notes for Fiscal Years 2013 through 2017.

TABLE 15
DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES
LOS ANGELES INTERNATIONAL AIRPORT
HISTORICAL DEBT SERVICE COVERAGE
FISCAL YEARS 2013-2017⁽¹⁾
(DOLLARS IN THOUSANDS)

	2013	2014	2015	2016	2017
Pledged Revenues ⁽²⁾					
Total Operating Revenues ⁽³⁾	\$ 865,473	\$ 961,729	\$ 1,045,800	\$ 1,206,612	\$ 1,328,689 ⁽¹⁰⁾
Interest Income ⁽⁴⁾	1,400	10,189	9,700	18,313	3,139
Build America Bonds Subsidy ⁽⁵⁾	7,965	7,728	7,719	7,761	7,613
Non-Operating TSA Revenue ⁽³⁾	1,253	5,012	2,895	2,139	3,287
Total Pledged Revenues	\$ 876,091	\$ 984,658	\$ 1,066,114	\$ 1,234,825	\$ 1,342,728
LAX Maintenance and Operations Expenses ⁽⁶⁾	(587,948)	(608,722)	(645,091)	(660,656)	(725,190) ⁽¹⁰⁾
Net Pledged Revenues ⁽⁷⁾	\$ 288,143	\$ 375,936	\$ 421,023	\$ 574,169	\$ 617,538
Senior Bond Aggregate Annual Debt Service ⁽⁸⁾	\$ 45,486	\$ 62,560	\$ 110,237	\$ 92,210	\$ 131,059
Senior Bond Debt Service Coverage Ratio	6.33x	6.01x	3.82x	6.23x	4.71x
Subordinate Bond Debt Service ⁽⁹⁾	\$ 49,904	\$ 52,067	\$ 55,439	\$ 62,305	\$ 82,063
Subordinate Bond Debt Service Coverage Ratio	4.86x	6.02x	5.61x	7.74x	5.93x
Total Debt Service Coverage Ratio	3.02x	3.28x	2.54x	3.72x	2.90x

⁽¹⁾ Derived from unaudited financial statements.

⁽²⁾ As defined in the Senior Indenture.

⁽³⁾ TSA Revenue – Law Enforcement Officers and Canine reclassified from Operating Revenue to Non-Operating Revenue.

⁽⁴⁾ Interest income excludes interest income from passenger facility charges, Customer Facility Charges and construction funds.

⁽⁵⁾ Represents cash subsidy payments from the United States Treasury received in connection with the Series 2009C Subordinate Bonds and the Series 2010C Subordinate Bonds. See “CERTAIN INVESTMENT CONSIDERATIONS – Federal Funding; Impact of Federal Sequestration.”

⁽⁶⁾ As defined in the Senior Indenture. Excludes depreciation and expenses of LAX payable from sources other than Pledged Revenues.

⁽⁷⁾ As defined in the Senior Indenture. Equals Pledged Revenues less LAX Maintenance and Operations Expenses.

⁽⁸⁾ Net of approximately \$34.4 million, \$96.5 million, \$91.0 million, \$124.0 million and \$118.0 million of PFC revenues used in Fiscal Years 2013, 2014, 2015, 2016 and 2017, respectively to pay debt service on Senior Bonds. Presentations of the use of PFC revenues to pay debt service on Senior Bonds in this table differ from those in the audited financial statements of the Department due to differences in accounting practices.

⁽⁹⁾ Also includes actual debt service with respect to the Subordinate Commercial Paper Notes.

⁽¹⁰⁾ See Table 11 and “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX – Management Discussion of Fiscal Year 2017” regarding changes in Total Operating Revenues and LAX Maintenance and Operations Expenses, respectively.

Source: Department of Airports of the City of Los Angeles.

Investment Practices of the City Treasurer

All moneys held in the Airport Revenue Fund are currently invested by the City Treasurer in investments authorized by State law. The City Treasurer invests temporarily idle cash for the City, including that of the Department, as part of a pooled investment program (the “Pool”) which combines general receipts with special funds for investment purposes and allocates interest earnings on a pro rata basis when the interest is earned and distributes interest receipts based on the previously established allocations. Below is a summary of assets of the Pool as of June 30, 2017:

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TABLE 16
CITY OF LOS ANGELES POOLED INVESTMENT FUND⁽¹⁾
ASSETS AS OF JUNE 30, 2017
(Dollars in Millions)

Description	Market Value⁽²⁾	% of Total	Department Market Value⁽³⁾	LAX Market Value⁽⁴⁾
Bank Deposits	\$ 274	3.0%	\$ 55	\$ 55
Commercial Paper	1,183	12.9	237	236
Corporate Notes	190	2.1	38	38
U.S. Federal Agencies/Munic/Supras	821	8.9	164	164
Total Short-Term Core Portfolio:	\$ 2,468	26.8	\$ 494	\$ 493
Corporate Notes	1,250	13.6	251	250
U.S. Federal Agencies/Munic/Supras	684	7.4	137	137
U.S. Treasuries	4,722	51.4	946	943
Asset-Backed Securities	70	0.8	14	14
Total Long-Term Reserve Portfolio	\$ 6,726	73.2	\$ 1,348	\$ 1,344
Total Cash & Pooled Investments	\$ 9,194	100.0%	\$ 1,842	\$ 1,837

(1) Derived from unaudited financial statements; based on General Portfolio Asset Holdings provided by the Office of Finance.

(2) Total amount held by the City in the Pool, including the funds of other departments.

(3) The Department's share of the Pool, including restricted assets; allocated by Financial Reporting Division of the Department.

(4) Inclusive of restricted cash; fund not segregated from other funds in the Pool; allocated by Financial Reporting Division of the Department.

Source: Office of Finance, City of Los Angeles and Department of Airports of the City of Los Angeles, California.

The average life of the investment portfolio in the Pool as of June 30, 2017 was approximately 2.0 years.

The City's treasury operations are managed in compliance with the California State Government Code and a statement of investment policy which sets forth permitted investment vehicles, liquidity parameters and maximum maturity of investments. The City Treasurer indicates that the City does not invest in structured and range notes, securities that could result in zero interest accrual if held to maturity, variable rate, floating rate or inverse floating rate investments and mortgage-derived interest or principal-only strips. See also Note 3 – APPENDIX B – “ANNUAL FINANCIAL REPORT OF LOS ANGELES WORLD AIRPORTS (DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES, CALIFORNIA) LOS ANGELES INTERNATIONAL AIRPORT FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016.”

Risk Management and Insurance

The Senior Indenture requires that the Department maintain insurance or qualified self-insurance against such risks at LAX as are usually insured at other major airports, to the extent available at reasonable rates and upon reasonable terms and conditions. The Department is not required under the Senior Indenture to carry insurance against losses due to seismic activity and has obtained a waiver of insurance from FEMA and the State Department of Insurance, which means that the Department would be eligible for reimbursement as and if available from FEMA in the event of earthquake losses. The Department has purchased insurance to cover catastrophic property, flood, wind and earthquake losses up to \$25 million. The deductible for this coverage is 5% per insured structure. The Department is self-insured for these catastrophic losses in excess of \$25 million.

The Department carries commercial aviation general liability insurance with coverage limits of \$1.3 billion for losses arising out of liability for airport operations. The deductible on the commercial aviation liability coverage is \$10,000 per occurrence with an annual \$500,000 aggregate deductible. This aviation liability coverage incorporates a foundation of comprehensive in-house claims management program, incremental claims analysts and adjustors and both outside and inside defense counsel. The liability coverage has endorsements of coverage for all third-party claims and suits, on premises automobile coverage, employment personal injury coverage, errors and omissions coverage and hangar and aircraft owner's liability coverage.

The Department carries general all-risk property insurance with coverage limits of \$2.5 billion for all Department properties. The deductible on this coverage is \$100,000 per occurrence, no aggregate. The

Department's insurance also incorporates a property insurance special endorsement that provides coverage for property losses resulting from acts of terrorism for declared foreign acts of terrorism. Coverage under this endorsement parallels the general all-risk limits of \$2.5 billion. The Department's insurance coverage also incorporates a property insurance special endorsement that provides for coverage for "boiler and machinery" losses up to a covered limit of \$250 million and property insurance special endorsement that provides coverage for "business interruption" losses to the Airport System resulting from a covered property peril. Coverage for business interruption is included with full policy limits of \$525 million and the deductible is 6 hours from initial declared interruption.

The Department has also purchased a war and allied perils (also referred to as terrorism insurance) endorsement with coverage of up to \$1.0 billion with a deductible of \$10,000 per occurrence and an annual \$500,000 aggregate deductible. War and allied perils coverage extends to both foreign acts of terrorism and domestic acts of terrorism. Coverage under the War and Allied Perils endorsement may be terminated at any time by the underwriters and terminates automatically upon the outbreak of war (whether there has been a declaration of war or not) between any two or more of the following: France, the People's Republic of China, the Russian Federation, the United Kingdom or the United States, and certain provisions of the endorsement are terminated upon the hostile detonation of any weapon of war employing atomic or nuclear fission and/or fusion or other like reaction or radioactive force.

The Department maintains an insurance reserve fund, pursuant to Board policy. This fund has been established to fund uninsured or under-insured losses or where insurance capacity is unavailable or excessive in cost relative to coverage. This reserve fund would provide primary funding for catastrophic losses with respect to all four airports in the Airport System. As of December 31, 2017, there was approximately \$114.2 million in this fund.

Pursuant to the State Labor Code, the State Department of Industrial Relations has provided the City a Certificate of Consent to Self-Insure in connection with its workers' compensation liability. See Note 10 to APPENDIX B - "ANNUAL FINANCIAL REPORT OF LOS ANGELES WORLD AIRPORTS (DEPARTMENT OF AIRPORTS OF THE CITY OF LOS ANGELES, CALIFORNIA) LOS ANGELES INTERNATIONAL AIRPORT FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016." Additionally, the Department annually conducts a comprehensive review of its active loss prevention program and risk profile for both general liability and property/casualty perils. This on-going program seeks to identify, eliminate or mitigate the loss or peril before it becomes a loss or claim. This review of its program may include benchmarking surveys with other similar domestic U.S. airports as well as examination of probable loss expectancy, exposure studies that incorporate past losses and statistical probabilities of future losses. The results of such reviews are used to establish insurance for coverage perils and limits of coverage.

AIRPORT AND CAPITAL PLANNING

The Department is undertaking a multi-billion dollar capital development program at LAX. The following is a discussion of the Department's capital development program (see "—Capital Development") and certain sources of financing (see "—Financing the Capital Program").

Capital Development

The Department reviews and assesses capital needs biennially on a formal basis, and continuously on an informal basis, taking into account improved information regarding the condition and/or requirements of new and existing facilities, updated cost estimates for contemplated projects, new opportunities for investments or acquisitions that arise from time to time, current and forecast traffic levels, and changes within the industry that may influence the cost of the Department's capital development projects.

The Department manages its capital development planning with a variety of tools, including a multi-year comprehensive planning tool (the "Capital Improvement Program"), which, among other things, is a list of capital development projects compiled based on prioritized needs and affordability, is used to inform decision makers and stakeholders of proposed capital expenditures and opportunity costs, and is designed to assist with the development of long term funding plans. The Capital Improvement Program is designed to be updated periodically as capital projects are programed for implementation. The Board's periodic review of the Capital Improvement Program does not constitute project or program approval of appropriations for their funding. Capital development projects require specific Board action and may require environmental review.

The Department's capital development projects include various terminal projects, airfield and apron projects, access projects and other projects, to, among other things, modernize terminals, make long-term improvements to passenger access, and accommodate contemporary and future aircraft designs, all to address forecast passenger growth.

The Capital Program and Other Projects

The Report of the Airport Consultant organizes the Department's capital development projects and plans into the following categories

- "Capital Program" which includes (1) projects already underway but not yet completed at LAX, and (2) future projects forecast to be completed during the forecast period contained in the Report of the Airport Consultant (through Fiscal Year 2024). The Capital Program includes those projects that are certain enough in terms of their scope, cost, approval, funding sources and/or other commercial arrangements, if any, to be included in the forecast of the Airport Consultant, including the APM System (formerly, an Other Project). Certain Capital Program projects have not received all necessary planning, environmental, Board or other required approvals.

The Department plans to undertake certain Capital Program projects, or portions thereof, if demand at LAX warrants and such projects meet Department financial benchmarks, which may include the availability of moneys from expected funding sources, market conditions, proposed capital structures for design-build-finance-operate-maintain arrangements, airline costs per enplaned passenger, debt service coverage considerations and such other matters and may be determined from time to time.

- "Other Projects" include projects that are being considered by the Department to, among other things, address current challenges to landside access at LAX. However, as of the date of this Official Statement, the specific scopes, costs, approvals, funding sources, and/or commercial arrangements have not advanced sufficiently to permit the Department to fully estimate the costs, funding plans and commercial arrangements for purposes of the financial forecasts contained in the Report of the Airport Consultant. Large components of the Other Projects may include, for example, the CONRAC, the Intermodal Transportation Facilities, and certain parking projects to support these potential projects.

The Department is in the process of defining and/or undertaking environmental review of certain of the Other Projects. While these Other Projects proceed through various stages of definition, each of the Other Projects remains subject to substantial changes including in scope, timing of implementation, cost, funding (including defining the funding sources, lien for priorities for any debt financing and other elements of the funding mix) and approvals.

See APPENDIX A – "REPORT OF THE AIRPORT CONSULTANT" for additional information regarding the projects included in the Capital Program, the Other Projects and the financing thereof and "CERTAIN INVESTMENT CONSIDERATIONS – Delays and Cost Increases; Future Capital Projects; Additional Indebtedness" for a discussion of certain additional factors that may impact the delivery and financing of the Capital Program and Other Projects.

The "Capital Program" for the purposes of this Official Statement and in the Report of the Airport Consultant does not include any Other Projects.

Financing the Capital Program

Capital Program Costs

The projects in the Capital Program (which exclude Other Projects) are expected to cost approximately \$9.6 billion in the aggregate.

Cost estimates include permitting, entitlement, design, engineering, construction, escalation for inflation and contingency amounts. The Capital Program is expected to be financed with a combination of grants, passenger facility charges, Department and other funds, Existing Senior Bonds and Existing Subordinate Obligations and Additional Senior Bonds and/or Additional Subordinate Obligations. Some or all of the funding sources for certain projects of the Capital Program have already been secured, although certain TSA and AIP grants and approvals for passenger facility charge collections have not yet been realized. The estimated costs of, and the projected schedule for, the Capital Program are subject to a number of uncertainties. In addition, it is possible that the Department may

pursue projects not incorporated in the Capital Program. The Department may ultimately decide not to proceed with certain Capital Projects or may proceed with them on a different schedule, resulting in different results than those included in the forecast of the Airport Consultant.

See APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT” for additional information regarding the projects included in the Capital Program and the financing thereof, “CERTAIN INVESTMENT CONSIDERATIONS – Delays and Cost Increases; Future Capital Projects; Additional Indebtedness” and “USE OF AIRPORT FACILITIES – Airport Terminal Tariff.”

Grants

A portion of the Capital Program is expected to be financed with federal and other grants. Projects included in the Capital Program are expected to be financed from AIP and TSA grants in the amount of approximately \$211.8 million. See “CERTAIN FUNDING SOURCES – Grants.”

Passenger Facility Charges

A portion of the Capital Program is expected to be financed with PFC revenues on a pay-as-you-go basis in the amount of approximately \$261.5 million.

See “CERTAIN FUNDING SOURCES – Passenger Facility Charges” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – FUNDING THE AIRPORT CAPITAL PROGRAM – Passenger Facility Charge Revenues” for additional information about the Department’s expected use of PFC revenues.

Department and Other Funds

A portion of the Capital Program is expected to be financed with Department funds, funds deposited in the TRIF pursuant to the Rate Agreements, grants other than AIP and TSA grants, airline and other tenant contributions and other Department revenue sources. Projects included in the Capital Program are expected to be financed from Department funds and other funds including grants other than AIP and TSA grants in the amount of approximately \$3.1 billion.

See “USE OF AIRPORT FACILITIES,” “CERTAIN FUNDING SOURCES,” “FINANCIAL AND OPERATING INFORMATION CONCERNING LAX” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT – AIRPORT FACILITIES AND CAPITAL PROGRAM – FUNDING THE AIRPORT CAPITAL PROGRAM – Department Funds” and “– Other Funds and Prior Bonds” for additional information about the Department funds available for funding the Capital Program.

Debt Financing

A portion of the Capital Program project costs are expected to be financed with approximately \$6.04 billion of proceeds of Senior Bonds and Subordinate Obligations, as described below, approximately:

- \$400 million of proceeds of the Series 2018A Subordinate Bonds;
- \$1.3 billion of proceeds of previously issued Senior Bonds and Subordinate Obligations;
- \$2.7 billion of proceeds of Additional Senior Bonds; and
- \$1.7 billion of proceeds of Additional Subordinate Obligations.

See “OUTSTANDING OBLIGATIONS AND DEBT SERVICE SCHEDULE – Future Financings” and APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT” for additional information regarding the Department’s future financing plans.

The Automated People Mover System

The Automated People Mover Agreement

On July 28, 2017 the Department issued its final Request for Proposals (the “APM RFP”) for the development of the automated people mover (“APM”) system at LAX (collectively, the “APM System”). The APM RFP includes, among other things, a form of a Design-Build-Finance-Operate-Maintain Agreement (the “APM Agreement”) to be entered into with an APM System developer (the “APM Developer”). Under the APM

Agreement, the Department would grant to the APM Developer the exclusive right, during a 30 year term, to design, build, finance, operate and maintain the APM System.

The Department has entered into an early works agreement (the “Early Works Agreement”) with LAX Integrated Express Solutions (“LINXS”), which is comprised of Fluor Enterprises, Inc., Balfour Beatty Investments, Inc., ACS Infrastructure Development, Inc., HOCHTIEF PPP Solutions GmbH, and Bombardier Transportation (Holdings) USA Inc. among others, the APM System developer recommended by Department management. The purpose of the Early Works Agreement is to (i) allow LINXS to commence work related to the APM System prior to the final approval and execution of the APM Agreement, (ii) provide for the Department to compensate LINXS for the works performed, and (iii) provide for reimbursement of amounts paid by the Department to LINXS for early works performed if and when financial close is achieved under the APM Agreement.

The proposed APM Agreement provides that the APM Developer will be entitled to receive a series of milestone payments from the Department as partial compensation for the APM Developer’s performance of the work required to design and construct the APM System (each such payment, a “Milestone Payment”). The Department expects, and the forecast in the Report of the Airport Consultant provides, that the aggregate amount of the Milestone Payments will equal approximately \$1.0 billion and will commence in Fiscal Year 2019. For financial planning purposes, (i) the Airport Consultant, in its calculations of projected debt service, has assumed that the Department will fund the Milestone Payments with proceeds of Additional Subordinate Obligations and (ii) the Department also expects, and the forecast in the Report of the Airport Consultant provides, that the Department will fund additional APM System project costs with Department funds.

The proposed form of APM Agreement further provides that once passenger service is available on the APM System (the “APM Date of Beneficial Operation”) (which the Department estimates will occur by Fiscal Year 2023), the Department will make periodic payments to the APM Developer to compensate the APM Developer for the costs of designing, building and financing a portion of the APM System (“APM Capital Availability Payments”) and for the cost of operating and maintaining the APM System (“APM Operations and Maintenance Payments,” together with APM Capital Availability Payments, “APM Availability Payments”). Under the APM Agreement, the Department’s obligation to make APM Availability Payments would be subject to certain structured caps and increases based on agreed upon indices. The Department also expects, and the forecast in the Report of the Airport Consultant estimates, that the APM Availability Payment in Fiscal Year 2024 will be approximately \$97.0 million (excluding any debt service on any additional debt issued by the Department to fund the Department’s portion of any APM System project costs). For financial planning purposes, the Department currently expects to fund APM Availability Payments from, among other sources, airline rates and charges, PFC revenues, Customer Facility Charge revenues, certain rental car revenues and other nonairline revenues.

Under the terms of the APM Agreement, the APM Developer would be solely responsible for (i) obtaining and repaying, at its own cost and risk and without recourse to the City or the Department, all financing necessary for the work that is the APM Developer’s responsibility under the APM Agreement and (ii) taking all appropriate action to obtain any debt or equity required to finance the APM System on or before June 18, 2018.

Any APM Agreement is subject to final negotiation over the next several months and subject to Board and City Council approval. There can be no assurances (i) that the Department and the APM Developer will successfully negotiate the APM Agreement, (ii) that the Board or the City Council will approve the APM Agreement, or (iii) whether or when the APM Agreement will be executed or whether the terms thereof as finally negotiated will vary from the description thereof contained in this Official Statement.

In addition to the foregoing, and for the purposes of financial planning by the Department, the forecast in the Report of the Airport Consultant assumes, that, among other things:

- APM Operations and Maintenance Payments will be treated as LAX M&O Expenses under the Master Senior Indenture.
- APM Capital Availability Payments may be Subordinate Obligations (although such payments also could be unsecured obligations of the Department). For information about the Master Subordinate Indenture see APPENDIX C-4—“SUMMARY OF THE MASTER SUBORDINATE INDENTURE.”
- Pledged Revenues will increase due to, among other things, the Department’s ability, through the Rate Agreement, to charge the Signatory Airlines for, among other things, the recovery of certain types of capital costs or operations and maintenance expenses associated with the APM System and that, following

completion of the APM System a significant portion of the APM System operating expenses and capital costs would be allocable to airline costs centers.

- The Department will seek and obtain approval from the FAA to impose additional passenger facility charges and use certain of those PFC revenues to pay a portion of PFC-eligible expenditures related to annual APM System capital costs.
- Customer Facility Charge collections in excess of Customer Facility Charges amounts required to pay the capital costs for the CONRAC, if any, will be made available to pay certain capital costs of the APM System and the CTS Contribution (as defined below) will be available to pay capital and operating costs of the APM system.

Additionally, for financial planning purposes, in the Report of the Airport Consultant, the Airport Consultant includes certain of the Department's projected payment obligations with respect to APM System capital costs in the calculation of projected Subordinate Aggregate Annual Debt Service. There can be no assurance whether the Department's payment obligations with respect to APM System capital costs will be Subordinate Obligations, as the Department may decide to treat such payment obligations as unsecured obligations of the Department, as Additional Senior Bonds, as Additional Subordinate Obligations, or as third lien obligations. Investors should also consider the preliminary nature of the proposed arrangements relating to the APM System and the financing thereof in evaluating an investment in the Series 2018B Senior Bonds. The Report of the Airport Consultant contains a variety of other assumptions and qualifications regarding the APM System which investors should consider. There can be no assurances that the Department's estimates and expectations or the Airport Consultant's assumptions, estimates or forecasts will be attained. Additionally, the debt service projections in the Report of the Airport Consultant (i) were not updated to reflect the sale, issuance or final terms of the Series 2018A Subordinate Bonds, (ii) were not updated to reflect the sale, issuance or final terms of the Series 2018B Senior Bonds or the debt service savings to be achieved from the refunding of the Refunded Series 2008A Senior Bonds, and (iii) do not include any adjustments for debt service savings which may occur with respect to any refunding of any Senior Bonds or Subordinate Obligations during the forecast period contained in the Report of the Airport Consultant (through Fiscal Year 2024).

See APPENDIX A – "REPORT OF THE AIRPORT CONSULTANT" for additional information regarding the proposed funding and financing of the APM System, including allocation of APM System costs to Airport cost centers, use of PFC revenues to pay portions of APM System capital costs and other sources of Revenue to pay APM System operating expenses and capital costs; and "CERTAIN INVESTMENT CONSIDERATIONS – Delays and Cost Increases; Future Capital Projects; Additional Indebtedness."

Certain Other Projects

Large components of the Other Projects (and thus not part of the Capital Program described in this Official Statement and the Report of the Airport Consultant) may include, for example, proposed landside projects at LAX including the CONRAC; Intermodal Transportation Facilities (the "Intermodal Transportation Facilities"), which may include pick-up and drop-off locations for commercial vehicles that currently access the Central Terminal Area on adjacent roadways and parking facilities for passengers and employees; and certain parking projects to support these potential projects.

The Department's initial order-of-magnitude estimates of costs of these Other Projects, if undertaken, are in the range of approximately \$2.0 billion to approximately \$2.4 billion, in future dollars, comprised of the following:

- The Department's initial order-of-magnitude cost estimates of the CONRAC, excluding acquisition and enabling costs, if undertaken by the Department, is between approximately \$1.0 billion and \$1.1 billion, in future dollars. Subject to obtaining the required environmental approvals, awards of related contracts and other approvals, the Department estimates that the CONRAC will be operational in 2023.
- The Department's initial order-of-magnitude cost estimates of the Intermodal Transportation Facilities, excluding acquisition and enabling costs, if undertaken by the Department, is between approximately \$700 million and \$900 million, in future dollars. Subject to obtaining the required environmental approvals, awards of related contracts and other approvals, the Department estimates that the Intermodal Transportation Facilities may be phased in over several years following completion of the APM System.

- The Department's initial order-of-magnitude cost estimates of the Other Related Projects, excluding acquisition and enabling costs, if undertaken by the Department, is between approximately \$300 million and \$400 million, in future dollars. Subject to obtaining the required environmental approvals, awards of related contracts and other approvals, the Department estimates that the roadway and access improvements included in Other Related Projects will open in phases as the CONRAC, APM System and Intermodal Transportation Facilities become operational.

The cost (including defining the funding sources, lien for priorities for any debt financing and other elements of the funding mix), scope, and timing for the Other Projects are uncertain, and associated financial impacts are not included in the financial forecasts in the Report of the Airport Consultant. The actual and total costs (including defining the funding sources, lien for priorities for any debt financing and other elements of the funding mix) of any such projects are not known at this time. If additional projects are undertaken and other financing sources are not available, the Department may issue Additional Senior Bonds and/or Additional Subordinate Obligations to finance such projects, and may elect to divert financial and other resources to such projects. As a result, actual results could differ materially from any forecasts.

Potential sources of funding for these Other Projects may include some or all of the following: (i) Federal funds, (ii) PFC revenues (for any portion of these Other Projects that may become an Approved PFC Project), (iii) Customer Facility Charges or debt supported by Customer Facility Charges, (iv) net proceeds of LAX Special Facility Obligations, (v) net proceeds of Additional Senior Bonds and/or Additional Subordinate Obligations, (vi) Department funds, (vii) funds from developers and/or derived from a design-build-finance-operate-maintain arrangement or variant thereof, (viii) funds derived from concession agreements with developers, under which the developer concessionaires may pay rent plus a percentage of revenues derived from the applicable facility, if any, and/or (ix) other sources.

The estimated costs of and the projected schedule for these Other Projects are subject to a number of uncertainties and may be updated from time to time. The ability of the Department to complete these Other Projects may be adversely affected by various factors including: (i) estimating variations, (ii) design and engineering variations, (iii) changes to the scope, scheduling or phasing of the projects, (iv) delays in contract awards, (v) material and/or labor shortages, (vi) unforeseen site conditions, (vii) adverse weather conditions, earthquakes or other casualty events, (viii) contractor defaults, (ix) labor disputes, (x) unanticipated levels of inflation, (xi) inability of concessionaires, airlines, developers or other transaction participants to obtain financing, (xii) environmental issues, and (xiii) bidding conditions through the Department's procurement process. No assurance can be made that these Other Projects will not cost more than the Department's initial order-of-magnitude costs estimates of costs of these Other Projects. Schedule delays or cost increases could result in the need to issue Additional Senior Bonds and/or Additional Subordinate Obligations, the expenditure of additional Department funds, the diversion of financial and other resources to such projects and may result in increased costs to the airlines operating at the Airport.

See APPENDIX A – "REPORT OF THE AIRPORT CONSULTANT" for additional information regarding the Other Projects and the potential financing sources thereof and "CERTAIN INVESTMENT CONSIDERATIONS – Delays and Cost Increases; Future Capital Projects; Additional Indebtedness" for a discussion of certain additional factors that may impact the delivery and financing of the Other Projects.

On June 30, 2017 petitioners TPS Parking Management, LLC, doing business as The Parking Spot, and TPS Parking Century, LLC filed a petition for writ of mandate against the City and the Department (the "Petition"). Among other things, the Petition (i) alleges that the environmental review process for the Landside Access Modernization Program was inadequate and that the Landside Access Modernization Program Environmental Impact Report did not adequately address, disclose, evaluate and potentially mitigate various environmental impacts and (ii) seeks to set aside the approvals related to the Landside Access Modernization Program and require the City and the Department to revise the Landside Access Modernization Program Environmental Impact Report to evaluate and disclose alleged deficiencies. While the Department believes that the environmental review process for the Landside Access Modernization Program was adequate and that the Landside Access Modernization Program Environmental Impact Report adequately addresses, discloses, evaluates and mitigates environmental impacts, at this time the Department cannot predict the outcome of this matter and/or whether this matter will result in delays or cost increases to Landside Access Modernization Program projects.

The CONRAC

While the CONRAC is an Other Project and has not advanced sufficiently to permit the Department to finalize the estimate of costs, funding plans and commercial arrangements for purposes of the financial forecasts contained in the Report of the Airport Consultant, the agreements related to the CONRAC and the potential funding sources therefor, are important components for the plan of finance for certain Capital Projects. See “—The Automated People Mover System.”

The Department has agreed to a series of substantially similar non-binding memoranda of understanding (the “Rental Car MOUs”) with a number of rental car companies serving the Airport with respect to, among other things, the proposed development of the CONRAC and the negotiation of a concession and lease agreement (the “Proposed CLA”). Under the Rental Car MOUs, the terms of the Proposed CLA would facilitate the delivery by the Department of the CONRAC and operationally necessary related improvements using a design-build-finance-operate-maintain arrangement with a third-party developer (the “CONRAC Developer”). Under this proposed arrangement, the Department would be required, pursuant to the Proposed CLA and an agreement to be entered into with the CONRAC Developer, to pay to the CONRAC Developer certain milestone payments during CONRAC construction and upon construction completion. The Department would also be required to pay the CONRAC Developer certain availability payments after CONRAC construction is completed and through the term of the agreement entered into with the CONRAC Developer.

The Rental Car MOUs contain a proposed plan of finance for the CONRAC that contemplates that the CONRAC costs will be paid from, among other things, the adoption and collection of a Customer Facility Charge at a rate charged on a per-day basis up to \$9 per day (for up to 5 days) which rate is expected to take effect on July 1, 2022 or sooner if the CONRAC is completed sooner. This preliminary plan of finance also contemplates the potential issuance of CONRAC Special Facility Bonds. That portion of the APM System that is attributable to the CONRAC is referred to as the common-use transportation system (the “CTS”). Generally, under the Rental Car MOUs it is contemplated that Customer Facility Charge revenues will be used to make certain required milestone payments to the CONRAC Developer and any debt service payments with respect to CONRAC Special Facility Bonds. Under the Rental Car MOUs, upon completion of construction of the CONRAC, the rental car companies, subject to the terms of the Proposed CLA, would also be required to pay to the Department certain CTS costs to pay a portion of the cost of the APM System (the “CTS Contribution”), privilege fees and rent, CONRAC operation and maintenance costs and tenant improvement costs.

There can be no assurances (i) whether or when the Proposed CLAs will be executed or whether the terms thereof as finally negotiated will vary from the description thereof contained in this Official Statement; (ii) that the Customer Facility Charges collected by the rental car companies on behalf of the Department will be sufficient to pay amounts related to the required milestone payments, any debt service payments with respect to CONRAC Special Facility Bonds or any other availability payments; or (iii) that the annual amount of Customer Facility Charges in excess of Customer Facility Charges required to pay debt service on Special Facility Bonds and CONRAC capital availability payments plus the CTS Contribution will be sufficient to pay annual capital and operating costs associated with the CTS portion of the APM System, as forecasted in the Report of the Airport Consultant.

The Report of the Airport Consultant contains a variety of assumptions and qualifications regarding the CONRAC which investors should consider. Investors should also consider the preliminary nature of the proposed arrangements relating to the CONRAC and the financing thereof in evaluating an investment in the Series 2018B Senior Bonds. See APPENDIX A – “REPORT OF THE AIRPORT CONSULTANT” for additional information regarding the plan of finance for the CONRAC. See also “—Certain Other Projects” and “CERTAIN INVESTMENT CONSIDERATIONS – Delays and Cost Increases; Future Capital Projects; Additional Indebtedness.”

AIRPORT SYSTEM ENVIRONMENTAL MATTERS

Several significant environmental matters have direct and indirect impacts on the Department and LAX, some of which are described below. These include mitigation of aircraft noise impacts and wildlife hazards, hazardous substance cleanup and clean air requirements. In accordance with Department policy, generally the Department’s tenant leases and/or applicable laws provide that tenants are responsible for the costs of remediation of hazardous or other regulated material from Department property and for compliance with applicable laws. However, if a tenant does not comply with these lease requirements and/or applicable laws, and under certain

circumstances, the Department could ultimately become responsible for the costs of compliance and/or required environmental cleanup. The timing and aggregate costs of such cleanups cannot be determined at this time, but could be material.

Aircraft Noise Impacts

In the State, commercial airports operate under operating permits issued by the California Department of Transportation (“Caltrans”). Airports within the State are regulated under the State of California Aeronautics Act. The State does not regulate noise generation from aircraft. However, State regulations, commonly known as Title 21, require an airport proprietor that operates an airport with a noise impact area that exceeds specified airport noise standards to apply for and receive a variance. In order to obtain a variance, among other requirements, the airport proprietor must submit a plan showing how the airport expects to work toward compliance with the noise standards.

Compliance measures include sound insulation of certain incompatible structures to reduce the interior noise levels to acceptable levels, acquisition of incompatible properties located within the noise impact areas and the purchase of noise easements from affected property owners. LAX was granted a three-year noise variance effective February 13, 2011. Since the Department timely submitted an application for a new variance, it continues to operate under the existing variance until Caltrans acts on the Department’s application.

In support of a Noise Mitigation Program, the Department provides funding for land acquisition, residential sound insulation programs, and school sound insulation programs. The goal of these programs is to reduce the number of residences in areas impacted by noise from airport operations through voluntary acquisition of properties and relocation assistance for certain residential neighbors near LAX and acoustic treatment of certain residential dwelling units and targeted school districts. Acoustic treatment generally includes replacing doors and windows, caulking, and additional weather-stripping.

The FAA has approved the collection and use of PFC revenues in the amount of approximately \$860 million for Noise Mitigation Programs, which included \$30.9 million for reimbursement of eligible expenditures related to the Lennox Schools and approximately \$44.4 million for Inglewood Unified School District’s sound insulation programs.

As of September 30, 2017, the Department has expended approximately \$877 million of PFC revenues in connection with the residential Noise Mitigation Program and for funding of eligible expenditures related to the Lennox and Inglewood Unified Schools’ sound mitigation programs. See “CERTAIN FUNDING SOURCES – Passenger Facility Charges” and “AIRPORT AND CAPITAL PLANNING – Financing the Capital Program.”

The Department maintains a Noise Management Section within the Environmental Programs Group which operates the Department’s noise monitoring system and prepares and submits periodic reports to Caltrans as required under applicable law.

Hazardous Substances

Airport operations involve the storage and use of a number of materials that are defined as hazardous under various federal, state, and local regulations. Petroleum products, predominantly jet fuel, comprise the majority of hazardous materials used at Department facilities. The majority of these materials are used by the Department’s tenants in the normal course of their operations. However, the Department’s own operations also include the storage and use of certain hazardous substances. Federal, State and local agencies also exercise responsibility related to the accidental discharge of hazardous materials.

The Department has an Environmental Programs Group tasked with performing soil and groundwater investigations, site remediation monitoring, storm water pollution prevention, Endangered Species Act compliance, wildlife hazard mitigation programs, air quality compliance and managing other environmental compliance programs and projects. The Environmental Programs Group also monitors underground and above-ground storage tanks and hazardous substances, and performs the mandated regulatory reporting on these programs. In the course of such investigations and monitoring, the Department may discover previously unknown contamination. No assurance can be given that the remediation costs for any such contamination will not be material.

The Department conducts annual inspections of tenant and Department operations, regarding compliance with the Department’s National Pollutant Discharge Elimination System Storm Water Permit for Industrial Facilities (the “Storm Water Discharge Permit”), issued by the State Water Resources Control Board (“SWRCB”), Los

Angeles Regional Water Quality Control Board (“LARWQCB”) at LAX. These inspections seek to confirm compliance with the Storm Water Discharge Permit. The Department is also subject to regulation under the Construction Storm Water Permit, the General Industrial Storm Water Permit, the City’s Municipal Separate Storm Sewer System (MS4) Permit, storm water City ordinances, the City’s Municipal Wastewater Permit, and Industrial Waste Permits for certain sewer discharges. The Department maintains records of all known areas where hazardous materials have been accidentally discharged. The Department works cooperatively with the relevant regulatory agencies to confirm that the responsible tenants are remediating contamination caused by their operations. There are, currently, two major remediation programs in place at LAX. One program involves the release of jet fuel to ground water underlying LAX. The tenant at the time of the release, Continental Airlines (now merged with and into United Airlines), has accepted responsibility for the remediation and active remediation systems are in place at the direction of the LARWQCB.

The Park One Property is also environmentally impacted and the subject of the second major remediation project. From approximately 1941 to 1988, the Park One Property was used for aerospace manufacturing, and included the use of chlorinated solvents. As a result, the soil and groundwater were impacted, including with volatile organic compounds and 1,4-dioxane. The LARWQCB is currently providing regulatory oversight of investigation and remediation of this contamination. In or about 1991, soil remediation activities were conducted on most of the Park One Property. In 1993, the LARWQCB issued a letter stating that contaminated soils in all areas covered by site investigations except the northwest quadrant had been adequately addressed. Currently, the remediation plan for the remaining portion, approximately the northwest quadrant, is being reconsidered by the LARWQCB. As part of the acquisition transaction for the Park One Property, the Department became the assignee under an Indemnity Agreement entered into by Allied-Signal, Inc. (now known as Honeywell International, Inc. (“Honeywell”)) which covers, among other things, certain indemnification for soil and groundwater contamination. Honeywell has been investigating the groundwater contamination beneath and offsite from the Park One Property. The Department expects Honeywell to continue its remediation of the soil contamination and investigation of the groundwater contamination and to design and implement requisite groundwater clean-up work. Currently, and from time to time, there are smaller remediation projects in place at LAX.

The Department owns and operates underground storage tanks (“USTs”) at LAX and VNY to provide for the Department owned vehicle and aircraft fueling, emergency generator fueling, waste oil storage, and fuel for the LAX aircraft fire drill site.

The Department is in a dispute with the Los Angeles County Sanitation District No. 20 (“LACSD 20”) regarding a nitrate plume in the groundwater underlying the Department’s and LACSD 20’s property in Palmdale, which contamination allegedly was caused by the discharge of effluent from the LACSD 20’s Palmdale Water Reclamation Plant (“Palmdale WRP”). The Lahontan Regional Water Quality Control Board (“LRWQCB”) has issued a Cleanup and Abatement Order in 2003 and subsequently in 2012 issued an Investigative Order to LACSD 20 and the Department. Required reporting to the LRWQCB include technical reports for discharge from the Palmdale WRP and other reports including, among other items, a report addressing feasibility and costs to remove nitrate from water to more stringent levels of 3 mg/l or less, which if required could substantially increase the overall remediation costs. The full extent of the remediation actions that the LACSD 20 and the Department may have to take with respect to the groundwater and the costs that may be incurred or contributions that will ultimately need to be made by the Department, however, cannot be determined at this time. No assurance can be given that such costs will not be material.

Other ongoing investigations and assessments are being performed by the Department related to, among other things, fueling assets acquired from bankruptcy of tenants or other means where petroleum may have been released. Smaller scale clean-ups are conducted when hazardous substances are released.

Emission Standards

Air emissions associated with airport activities are governed by a number of federal, State and local regulations. Most notable of these are federal Clean Air Act (the “FAAA”) and the California Clean Air Act (the “CCAA”), AB 32, and various SCAQMD rules and regulations. LAX-owned stationary equipment that produces or controls emissions currently operate under a Title V operating permit issued by the SCAQMD.

The Department is subject to various mitigation measures designed to reduce emissions from airport operations at LAX, including, among other measures: provisions for all airline and tenant ground service equipment to meet zero or extremely low emission goals; providing electricity and preconditioned air at all passenger loading

gates, allowing aircraft to shut off their auxiliary power units; installing ground power at all cargo operations areas, allowing cargo and maintenance operations to shut off their auxiliary power units; electrification of LAX hangars; conversion of all airport shuttles and vans to alternative fuel vehicles and reducing construction emissions through the use of low polluting construction equipment and exhaust emission controls.

The Department has conducted an extensive air quality analysis and adopted numerous mitigation measures designed to reduce the air quality impacts associated with implementation of the Department's Capital Program. For each project undertaken, the Department must disclose project level air quality environmental impacts under a project specific CEQA study.

AB 32 specifically regulates the release of certain GHG emissions from stationary sources within the State. The Mandatory Reporting requirement under AB 32 requires facilities that generate greater than 10,000 MtCO₂e per year to report their GHG emissions. The Department owns and operates a cogeneration plant at LAX along with other stationary sources in the facility (e.g., natural gas boilers and heaters). This facility complies in all material respects with all requirements under AB 32. In addition to the AB 32 Mandatory Reporting requirement, the Department must also report its GHG emissions to the United States Environmental Protection Agency. Since 2011, the Department has reported its GHG emissions from these sources in substantial compliance with applicable requirements. The State Attorney General's Office has been using CEQA aggressively to apply the provisions of AB 32 to local and regional plans as well as to projects. Project level CEQA analysis prepared projects at LAX must include an analysis of the project's potential GHG emissions and impacts. Since January 2013, facilities such as LAX that are subject to the Mandatory Reporting requirement under AB 32 are required to comply with the California Cap-and-Trade Program applicable to certain sources of GHG emissions in the State such as refineries, power plants, industrial facilities and transportation fuels. The California Cap-and-Trade Program includes an enforceable GHG cap that will decline over time. Under the California Cap-and-Trade Program, CARB distributes GHG allowances, which are tradable permits, equal to the emission allowed under the cap. The Department is required to obtain emission allowances for annual emissions at LAX. These emission allowances can be obtained by way of free allocation from CARB, through purchase from the secondary market and CARB auction, and reserve sale. The cost to the Department of obtaining required emissions allowances is dependent on the actual emissions generated at LAX and the price fluctuations through the course of the program, and are expected to be recouped through landing fees at LAX and or LAX terminal rates and charges, as applicable. The impact and consequences of not meeting an annual compliance obligation can include enforcement actions and penalties equivalent to four times the facilities' excess emissions. Various industries throughout the State may seek to purchase emission allowances in order to comply with the Cap-and-Trade Program, which may cause the price of allowances to increase. The emission allowance price has averaged approximately \$15 per MtCO₂e subject to market conditions. LAX emits on average approximately 47,000 MtCO₂e annually when fully operational. The Department's purchase of allowances may vary and no assurance can be given that such costs will not be material.

The SCAQMD imposes rules and regulations specifically targeted to various air pollutants and types of operations such as hydrant fueling, private vehicle fueling, power generators, boilers and the use of various volatile organic chemical containing materials. The SCAQMD has also committed to evaluate indirect source rules for airports within its jurisdiction in the upcoming years, however no specific details regarding such evaluation have been developed. The LAX Central Utilities Plant is a co-generation plant providing electricity and cooling/heating to the Central Terminal Area. As a power generating plant, the SCAQMD requires continuous emissions monitoring and stringent environmental oversight. The Department Environmental Programs Group includes an Air Quality Section with three full-time professional staff assigned to maintain compliance with the various rules and regulations.

See also "CERTAIN INVESTMENT CONSIDERATIONS – Regulations and Restrictions Affecting LAX" and "LITIGATION REGARDING THE AIRPORT SYSTEM AND THE DEPARTMENT."

LITIGATION REGARDING THE AIRPORT SYSTEM AND THE DEPARTMENT

General

From time to time, the Department is a party to litigation and is subject to claims arising out of its normal course of business and operations. At this time, there is no pending litigation relating to the Airport System or the Department's operations or business pertaining thereto that would reasonably be expected to have a material impact on Net Pledged Revenues or the operation of LAX, except as described under "THE DEPARTMENT OF

AIRPORTS – Subsidization within the Airport System,” “USE OF AIRPORT FACILITIES,” “AIRPORT AND CAPITAL PLANNING,” “AIRPORT SYSTEM ENVIRONMENTAL MATTERS” and below.

Runway 25L Construction Litigation

On October 10, 2013, the Department filed a complaint in the Superior Court of California, County of Los Angeles, against Tutor-Saliba Corporation/O&G Industries, Inc., JV, a California joint venture enterprise; R&L Brosamer; HNTB Corporation; and CH2M Hill, Inc. for, among other things, breach of contract, negligence and breach of warranties related to recently constructed portions of Runway 25L, the centerline taxiway and other airfield improvements. The complaint alleges that, among other things, certain of the defendants were negligent in their construction methods and have caused and will cause the Department property damage and economic losses. The trial is scheduled for September 2018. The amount of Department damages is estimated to be between approximately \$150 million to \$200 million. The cost of required temporary repairs which were completed in March 2015 was approximately \$4.0 million. The Board has approved a \$5 million settlement with HNTB Corporation which the court has approved. The Department cannot predict the outcome of this lawsuit.

LITIGATION REGARDING THE SERIES 2018B SENIOR BONDS

There is no litigation now pending or, to the best of the Department’s knowledge, threatened which seeks to restrain or enjoin the sale, execution, issuance or delivery of the Series 2018B Senior Bonds or in any way contests the validity of the Series 2018B Senior Bonds or any proceedings of the Board taken with respect to the authorization, sale or issuance of the Series 2018B Senior Bonds, or the pledge or application of any moneys provided for the payment of or security for the Series 2018B Senior Bonds.

TAX MATTERS

General

In the opinion of Kutak Rock LLP, Bond Counsel to the Department, under existing laws, regulations, rulings and judicial decisions, interest on the Series 2018B Senior Bonds is excluded from gross income for federal income tax purposes, except for interest on any Series 2018B Senior Bond for any period during which such Series 2018B Senior Bond is held by a “substantial user” of the facilities refinanced by the Series 2018B Senior Bonds or by a “related person” within the meaning of Section 147(a) of the Code. Bond Counsel is further of the opinion that interest on the Series 2018B Senior Bonds constitutes an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals, and for taxable years beginning before January 1, 2018, on corporations, by the Code. Bond Counsel notes that no federal alternative minimum tax applies to corporations for taxable years beginning on and after January 1, 2018. The opinions described in the preceding sentences assume the accuracy of certain representations and compliance by the Department with covenants designed to satisfy the requirements of the Code that must be met subsequent to the issuance of the Series 2018B Senior Bonds. Failure to comply with such requirements could cause interest on the Series 2018B Senior Bonds to be included in gross income for federal income tax purposes retroactive to the date of issuance of the Series 2018B Senior Bonds. The Department will covenant to comply with such requirements. Bond Counsel has expressed no opinion regarding other federal tax consequences arising with respect to the Series 2018B Senior Bonds.

Bond Counsel is further of the opinion that interest on the Series 2018B Senior Bonds is exempt from present State of California personal income taxes.

Special Considerations With Respect to the Series 2018B Senior Bonds

The accrual or receipt of interest on the Series 2018B Senior Bonds may otherwise affect the federal income tax liability of the owners of the Series 2018B Senior Bonds. The extent of these other tax consequences will depend upon such owner’s particular tax status and other items of income or deduction. Bond Counsel has expressed no opinion regarding any such consequences. Purchasers of the Series 2018B Senior Bonds, particularly purchasers that are corporations (including S corporations and foreign corporations operating branches in the United States), property or casualty insurance companies, banks, thrifts or other financial institutions, certain recipients of social security or railroad retirement benefits, taxpayers otherwise entitled to claim the earned income credit, taxpayers entitled to claim the refundable credit in Section 36B of the Code for coverage under a qualified health plan or taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry tax-exempt obligations, should consult their tax advisors as to the tax consequences of purchasing or owning the Series 2018B Senior Bonds.

Backup Withholding

As a result of the enactment of the Tax Increase Prevention and Reconciliation Act of 2005, interest on tax-exempt obligations such as the Series 2018B Senior Bonds is subject to information reporting in a manner similar to interest paid on taxable obligations. Backup withholding may be imposed on payments made to any bondholder who fails to provide certain required information including an accurate taxpayer identification number to any person required to collect such information pursuant to Section 6049 of the Code. The reporting requirement does not in and of itself affect or alter the excludability of interest on the Series 2018B Senior Bonds from gross income for federal income tax purposes or any other federal tax consequence of purchasing, holding or selling tax-exempt obligations.

Changes in Federal and State Tax Law

From time to time, there are legislative proposals in the Congress and in the various state legislatures that, if enacted, could alter or amend the federal and state tax matters referred to above or adversely affect the market value of the Series 2018B Senior Bonds. It cannot be predicted whether or in what form any such proposal might be enacted or whether if enacted it would apply to bonds issued prior to enactment. In addition, regulatory actions are from time to time announced or proposed and litigation is threatened or commenced which, if implemented or concluded in a particular manner, could adversely affect the market value of the Series 2018B Senior Bonds. It cannot be predicted whether any such regulatory action will be implemented, how any particular litigation or judicial action will be resolved, or whether the Series 2018B Senior Bonds or the market value thereof would be impacted thereby. Purchasers of the Series 2018B Senior Bonds should consult their tax advisors regarding any pending or proposed legislation, regulatory initiatives or litigation. The opinions expressed by Bond Counsel are based upon existing legislation and regulations as interpreted by relevant judicial and regulatory authorities as of the date of issuance and delivery of the Series 2018B Senior Bonds, and Bond Counsel has expressed no opinion as of any date subsequent thereto or with respect to any pending legislation, regulatory initiatives or litigation.

Tax Treatment of Original Issue Premium

The Series 2018B Senior Bonds are being sold at a premium. An amount equal to the excess of the issue price of a Series 2018B Senior Bond over its stated redemption price at maturity constitutes premium on such Series 2018B Senior Bond. An initial purchaser of a Series 2018B Senior Bond must amortize any premium over such Series 2018B Senior Bond's term using constant yield principles, based on the purchaser's yield to maturity (or, in the case of Series 2018B Senior Bonds callable prior to their maturity, by amortizing the premium to the call date, based on the purchaser's yield to the call date and giving effect to the call premium). As premium is amortized, the amount of the amortization offsets a corresponding amount of interest for the period and the purchaser's basis in such Series 2018B Senior Bond is reduced by a corresponding amount resulting in an increase in the gain (or decrease in the loss) to be recognized for federal income tax purposes upon a sale or disposition of such Series 2018B Senior Bond prior to its maturity. Even though the purchaser's basis may be reduced, no federal income tax deduction is allowed. Purchasers of the Series 2018B Senior Bonds should consult with their tax advisors with respect to the determination and treatment of premium for federal income tax purposes and with respect to the state and local tax consequences of owning a Series 2018B Senior Bond.

RATINGS

S&P Global Ratings, a division of Standard & Poor's Financial Services LLC ("S&P"), Moody's Investors Service ("Moody's") and Fitch Ratings ("Fitch"), have assigned ratings of "AA," "Aa3," and "AA," respectively, to the Series 2018B Senior Bonds. Such ratings reflect only the views of such organizations and any desired explanation of the significance of such ratings, including any outlook thereon, should be obtained from the rating agency furnishing the same, at the following addresses: S&P, 55 Water Street, 38th Floor, New York, New York 10041; Moody's, 7 World Trade Center, 250 Greenwich Street, New York, New York 10007 and Fitch, One State Street Plaza, New York, New York 10004. The Department furnished the rating agencies with certain information and materials concerning the Series 2018B Senior Bonds and the Department, some of which is not included in this Official Statement. Generally, a rating agency bases its rating on the information and materials furnished to it and on investigations, studies and assumptions of its own. There is no assurance that ratings will continue for any given period of time or that such ratings will not be revised downward or withdrawn entirely by rating agencies, if in the judgment of such rating agencies, circumstances so warrant. Any such downward revision or withdrawal of such ratings may have an adverse effect on the market price of the Series 2018B Senior Bonds.

LEGAL MATTERS

The validity of the Series 2018B Senior Bonds and certain other legal matters are subject to the approving opinion of Kutak Rock LLP, Bond Counsel to the Department. A complete copy of the proposed form of Bond Counsel's opinion is contained in APPENDIX E to this Official Statement. Polsinelli LLP serves as Disclosure Counsel to the Department. Bond Counsel and Disclosure Counsel undertake no responsibility for the accuracy, completeness or fairness of this Official Statement. Certain matters will be passed upon for the Department and the City by Michael N. Feuer, Esq., City Attorney. Certain matters will be passed upon for the Underwriters by their counsel, Stradling Yocca Carlson & Rauth, a Professional Corporation.

CO-FINANCIAL ADVISORS

The Department has retained the services of Public Resources Advisory Group of Los Angeles, California, and Frasca & Associates, LLC of New York, New York, as Co-Financial Advisors in connection with the authorization and delivery of the Series 2018B Senior Bonds. The Co-Financial Advisors are not obligated to undertake, and have not undertaken to make, an independent verification or to assume responsibility for the accuracy, completeness or fairness of the information contained in this Official Statement. The Co-Financial Advisors perform other services for the Department.

AIRPORT CONSULTANT

The Report of the Airport Consultant prepared by WJ Advisors LLC has been included as APPENDIX A to this Official Statement with the consent of such consultant. The Report of the Airport Consultant was prepared in conjunction with the issuance of the Series 2018A Subordinate Bonds and has not been updated since its date. The Department has relied upon the analyses and conclusions contained in the Report of the Airport Consultant, as of its date, in preparing this Official Statement. The financial forecasts in the Report of the Airport Consultant are based upon certain information and assumptions that were provided by, or reviewed and agreed to by the Department. In the opinion of the Airport Consultant, these assumptions provide a reasonable basis for the financial forecasts set forth in the Report of the Airport Consultant. WJ Advisors LLC performs other services for the Department, including with respect to the calculation of rates and charges.

FINANCIAL STATEMENTS

The audited financial statements of the Department for Fiscal Years 2017 and 2016 are included as part of APPENDIX B attached hereto. The financial statements referred to in the preceding sentence have been audited by Macias, Gini & O'Connell LLP, independent auditors, as stated in its Independent Auditor's Report included in APPENDIX B. Macias, Gini & O'Connell LLP was not requested to consent to the inclusion of its report in APPENDIX B and it has not undertaken to update its report or to take any action intended or likely to elicit information concerning the accuracy, completeness or fairness of the statements made in this Official Statement (including the Report of the Airport Consultant), and no opinion is expressed by Macias, Gini and O'Connell LLP with respect to any event subsequent to the date of its report.

CONTINUING DISCLOSURE

In connection with the issuance of the Series 2018B Senior Bonds, the Department will covenant to provide, or cause to be provided, to the MSRB certain annual financial information and operating data relating to the Department and, in a timely manner, notice of certain listed events for purposes of Rule 15c2-12 adopted by the SEC. See APPENDIX G – "FORM OF CONTINUING DISCLOSURE CERTIFICATE." The Department has agreed to provide the foregoing information to MSRB through the Electronic Municipal Market Access (EMMA) website.

UNDERWRITING

The Series 2018B Senior Bonds are being purchased from the Department by Samuel A. Ramirez & Co., Inc., on its own behalf and on behalf of Citigroup Global Markets Inc. and The Williams Capital Group, L.P. the underwriters of the Series 2018B Senior Bonds (collectively, the "Underwriters"), at a price of \$263,205,209.34 (consisting of the aggregate principal amount of \$226,500,000.00, plus an original issue premium of \$37,343,367.65, less an underwriters' discount of \$638,158.31) all subject to the terms of the Bond Purchase Agreement between the Department and the Underwriters (the "Series 2018B Senior Bond Purchase Agreement").

The Series 2018B Senior Bond Purchase Agreement provides that the Underwriters shall purchase all of the Series 2018B Senior Bonds if any are purchased, and that the obligation to make such purchase is subject to certain

terms and conditions set forth in the Series 2018B Senior Bond Purchase Agreement, the approval of certain legal matters by counsel, and certain other conditions. The Underwriters may change the initial public offering yields set forth on the inside front cover of this Official Statement. The Underwriters may offer and sell the Series 2018B Senior Bonds to certain dealers (including dealers depositing the applicable Series 2018B Senior Bonds into investment trusts) at prices lower than the public offering prices or at yields higher than the yields stated on the inside front cover of this Official Statement.

The following two paragraphs have been provided by the Underwriters for inclusion in this Official Statement and the Department does not make any representation as to their accuracy or completeness.

Certain of the Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which for certain of the Underwriters may include securities trading, commercial and investment banking, financial advisory, investment management, principal investment, hedging, financing and brokerage activities. Certain of the Underwriters and their respective affiliates have, from time to time, performed, and may in the future perform, various investment banking services for the Department, for which they received or will receive customary fees and expenses.

In the ordinary course of their various business activities, the Underwriters and their respective affiliates may make or hold a broad array of investments and actively trade debt and equity securities (or related derivative securities) and financial instruments (which may include bank loans and/or credit default swaps) for their own account and for the accounts of their customers and may at any time hold long and short positions in such securities and instruments. Such investment and securities activities may involve securities and instruments of the Department. The market activities of the Underwriters and other market participants may impact the value of the Series 2018B Senior Bonds. The Underwriters have indicated that their respective affiliates may also communicate independent investment recommendations, market color or trading ideas and/or publish or express independent research views in respect of such assets, securities or instruments and may at any time hold, or recommend to clients that they should acquire, long and/or short positions in such assets, securities and instruments.

VERIFICATION OF MATHEMATICAL COMPUTATIONS

Grant Thornton LLP, a firm of independent certified public accountants, will verify from the information provided to them the mathematical accuracy of the computations contained in the provided schedules to determine that the Escrow Securities and the earnings thereon and the uninvested cash to be held in the Escrow Fund, will be sufficient to pay on the Redemption Date the redemption price of the Refunded Series 2008A Senior Bonds plus interest accrued thereon to the Redemption Date.

MISCELLANEOUS

Any statements made in this Official Statement involving matters of opinion or of estimates, whether or not expressly stated, are set forth as such and not representations of fact. No representation is made that any of such opinions or estimates will be realized.

All references to the Charter, the Senior Indenture, the Subordinate Indenture, the agreements with any other parties and laws and regulations herein and in the Appendices hereto are made subject to the detailed provisions of such documents, and reference is made to such documents and agreements for full and complete statements of the contents thereof. Copies of such documents are available for review at the offices of the Department which are located at One World Way, Los Angeles, California. This Official Statement is not to be construed as a contract or agreement between the City or the Department and the owners of any of the Series 2018B Senior Bonds.

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AUTHORIZATION

The Board has authorized the distribution of this Official Statement. This Official Statement has been duly executed and delivered by the Chief Executive Officer on behalf of the Department.

DEPARTMENT OF AIRPORTS OF THE CITY OF LOS
ANGELES, CALIFORNIA

By: /s/ Deborah Flint
Chief Executive Officer

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APPENDIX A
REPORT OF THE AIRPORT CONSULTANT

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W J A D V I S O R S
AVIATION MANAGEMENT
CONSULTANTS

Appendix A

Report of the Airport Consultant

on the proposed issuance of

Los Angeles International Airport
Subordinate Revenue Bonds
2018 Series A

February 21, 2018

Prepared for

Department of Airports of the City of Los Angeles | Los Angeles, California

Prepared by

WJ Advisors LLC | Denver, Colorado

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February 21, 2018

Mr. Sean O. Burton, President
Board of Airport Commissioners
Los Angeles World Airports
1 World Way
Los Angeles, California 90045

Re: Report of the Airport Consultant on the Proposed Issuance of Los Angeles International
Airport Subordinate Revenue Bonds, 2018 Series A, Alternative Minimum Tax

Dear Mr. Burton:

WJ Advisors LLC is pleased to submit this Report of the Airport Consultant (the Report) on the proposed issuance of Los Angeles International Airport Subordinate Revenue Bonds, 2018 Series A, Alternative Minimum Tax (the Series 2018A Subordinate Bonds), by the Department of Airports (the Department) of the City of Los Angeles (the City). The proposed Series 2018A Subordinate Bonds are to be issued pursuant to the Department's Master Subordinate Trust Indenture, as amended, and the Fourteenth Supplemental Subordinate Trust Indenture (collectively referred to herein as the Subordinate Indenture). The City owns and, through the Department, operates Los Angeles International Airport (the Airport or LAX).

This Report was prepared to determine if forecast Subordinate Pledged Revenues plus any Transfer would be sufficient to meet the requirements of the rate covenant (Rate Covenant) of the Subordinate Indenture for Fiscal Year¹ (FY) 2018 through FY 2024 (referred to in this Report as the Forecast Period), taking into account (1) the proposed issuance of the Series 2018A Subordinate Bonds, (2) Senior Bonds and other Subordinate Obligations (the Future Bonds) expected to be issued by the Department during the Forecast Period to fund a portion of the Airport Capital Program, and (3) certain new Subordinate Obligations associated with a new Automated People Mover (APM) system project that is part of the Capital Program.

In preparing this Report, we assisted Department management in identifying key factors affecting the future financial results of the Airport and in formulating assumptions about those factors. The results and key findings of our analyses are summarized in this letter and described more fully in the following three sections of this Report: "Airline Traffic and Economic Analyses," "Airport Facilities and Capital Program," and "Financial Performance." The Report should be read in its entirety for an understanding of the forecasts and the underlying assumptions.

Capitalized terms in this Report are used as defined in the Master Indenture (as amended and supplemented and collectively referred to as the Senior Indenture), the Subordinate Indenture, the Air Carrier Operating Permit for the Use of Landing and Apron Facilities at the Airport (the

¹ The City's Fiscal Year ends June 30.

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February 21, 2018

Operating Permit), and/or the Department's agreements with the airlines operating at the Airport for the use and lease of terminal facilities (the Rate Agreements).

AIRLINE TRAFFIC

The Airport has an important role in the international, national, State of California, regional, and local air transportation systems. It is the busiest passenger origin and destination (O&D) airport in the world and the second busiest airport in the United States in terms of total O&D and connecting passengers (enplaned plus deplaned)². O&D passengers begin and end their journeys at the Airport, while connecting passengers transfer on flights at the Airport to another destination. In FY 2017, approximately 41.6 million passengers enplaned at the Airport, including an estimated 33.0 million originating passengers and 8.6 million connecting passengers.

From FY 2012 through FY 2017, the number of enplaned passengers at the Airport increased at an average of approximately 5.7% per year, reflecting above average rates of growth in both domestic enplaned passengers (5.1% per year) and international enplaned passengers (7.3% per year). In comparison, the total number of enplaned passengers in the United States increased an average of 2.9% (reflecting 2.5% domestic enplaned passenger growth, and 5.5% international enplaned passenger growth) per year from FY 2012 through FY 2017 (the latest available data) based on information from the U.S. Department of Transportation, Bureau of Transportation Statistics.

From FY 2017 through FY 2024, the number of enplaned passengers at the Airport is forecast to increase an average of 2.6% per year, as discussed in the section of this Report titled "Airline Traffic Forecasts."

AIRPORT CAPITAL PROGRAM

Department management periodically develops and updates a Capital Program for the redevelopment, improvement, and expansion of Airport facilities. The Capital Program is developed based on anticipated facility needs, current and forecast airline traffic, available funding sources, project priorities, and other relevant information that is available to the Department when the Capital Program is developed.

Exhibit A, provided at the end of this Report along with all financial exhibits, presents the anticipated funding sources for the approximate \$9.6 billion Capital Program. The Capital Program is expected to be completed by the end of FY 2023. As described later in this Report, certain improvements to the Airport are currently not part of the Capital Program, but may be added to the Capital Program and completed by the Department during the Forecast Period.

The financial forecasts included in this Report reflect changes in Pledged Revenues, LAX Maintenance and Operation (M&O) Expenses, and Debt Service associated with the financing,

² Airports Council International, passenger traffic in 2016.

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construction, and completion of the Capital Program. This Report does not reflect debt service savings, if any, resulting from the Department refunding any Senior Bonds and/or Subordinate Obligations during the Forecast Period.

Major Projects in the Capital Program

A significant portion of the Capital Program includes the continued rehabilitation, improvement, and expansion of the Terminals at the Airport, including the Midfield Satellite Concourse—North Project, the North Terminal Improvement Program, and Terminal 1.5. The Capital Program also includes certain runway improvements and other Airfield and Apron improvements, as well as the Department’s portion of the cost to construct a new APM system that would transport passengers between the CTA and other Airport facilities, including, potentially, a new consolidated rental car facility (ConRAC) that is not part of the Capital Program, but may be constructed by the Department during the Forecast Period, as discussed later in this Report.

New Automated People Mover System

On February 15, 2018, the Department, through a competitive procurement process, selected LAX Integrated Express Solutions (the APM Developer) to develop the APM system project. The Department expects to enter into a 30-year agreement with the APM Developer before the end of 2018. The APM Developer is to be responsible for designing, building, financing, operating, and maintaining the APM system under a long-term contract between the APM Developer and the Department (the APM Contract), which contract term will begin when the Department and the APM Developer reach commercial close³. The Department currently expects that the new APM system will be available for its intended use by the end of FY 2023 (APM Date of Beneficial Occupancy [DBO]).

Through a series of milestone payments to the APM Developer and other costs paid by the Department during construction of the APM system and just after the APM DBO, the Department currently expects to fund approximately \$1.6 billion of APM system project costs from Department Funds and the net proceeds of Future Bonds, as shown on Exhibit A.

All remaining APM system costs would be financed by the APM Developer. The Department would make certain “availability payments” to the APM Developer (APM AP) to compensate the Developer for designing, building, and financing its portion of the APM system project (the APM Capital AP). In addition, a portion of the annual APM availability payment would compensate the APM Developer for the cost of operating and maintaining the APM system (the APM O&M AP). The Department’s obligation to make availability payments to the APM Developer would start at APM DBO and would increase each year thereafter through the remaining term of the

³ Commercial close consists of executing and delivering the APM Contract. Financial close, the last step in the procurement process, occurs after commercial close.

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APM Contract based on structured payment increases and defined inflation indexes. The term of the APM Contract extends beyond the Forecast Period presented in this Report.

During the Forecast Period of this Report, the APM AP is estimated to be \$97.0 million in FY 2024 (the first year of full APM system operation). The Department currently expects the following combination of revenue sources to fund the annual APM APs: airline rates and charges, Passenger Facility Charge (PFC) revenues, certain rental car and Customer Facility Charge (CFC) revenues, and nonairline revenues. These sources of revenue are more fully described in the section of this Report titled "Airport Facilities and Capital Program".

As of the date of this Report, the Department currently expects that APM O&M APs would be treated as LAX M&O Expenses under the Senior Indenture. As agreed to with the Department, for purposes of the financial forecasts presented in this Report, the APM Capital APs were assumed to be Subordinate Obligations⁴ under the Subordinate Indenture.

For purposes of this Report, debt service on Future Bonds issued by the Department to fund its portion of APM system project costs and estimated APM Capital AP are collectively referred to herein as APM System Capital Costs.

Future Bonds to Fund Capital Program Costs

The Department currently expects that the \$9.6 billion Capital Program is to be funded from (1) the net proceeds of approximately \$400.0 million of the proposed Series 2018A Subordinate Bonds, (2) the net proceeds of approximately \$4.4 billion of Future Bonds, and (3) \$4.8 billion of other funds, including, but not limited to, Department Funds, prior bond proceeds, PFC revenues on a pay-as-you-go basis, and federal grants-in-aid.

Projects Not Included in the Capital Program

The Department is also considering longer-term future projects at the Airport that are not included in the financial forecasts in this Report (referred to as Other Projects), even though the Department may incur costs related to the Other Projects during the Forecast Period. The largest components of the Other Projects consist of, but are not limited to, a ConRAC and two Intermodal Transportation Facilities (ITFs). The Department currently expects that (1) the ConRAC may ultimately be designed, built, financed, operated, and maintained by a third-party operator (the ConRAC Developer) and (2) the ITFs may ultimately be built and operated by private developers or the Department. According to the Department, each ITF would function as a ground transportation and/or public parking area. The ConRAC, each ITF, and certain other projects, are currently estimated to be completed by mid-FY 2023.

⁴ There is no assurance that the APM Capital APs would be Subordinate Obligations. The Department may decide to treat the APM Capital APs as unsecured obligations of the Department, as Senior Obligations, or as third lien obligations.

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February 21, 2018

As discussed in the later section of this Report titled “Other Projects,” Department management is developing and evaluating alternative financing plans and commercial arrangements for the Other Projects. The descriptions of the Other Projects, and their cost estimates, will continue to be revised and refined to reflect any changes related to the environmental permitting process, project design, and the procurement process.

PROPOSED SERIES 2018A SUBORDINATE BONDS

The Department intends to issue the proposed Series 2018A Subordinate Bonds to:

- Finance a portion of the Capital Program, as discussed below.
- Make a deposit to the Subordinate Debt Service Reserve Fund.
- Fund capitalized interest on the proposed Series 2018A Subordinate Bonds.
- Pay issuance and financing costs associated with the proposed Series 2018A Subordinate Bonds.

Projects expected to be funded with the net proceeds from the sale of the Series 2018A Subordinate Bonds include:

- **Midfield Satellite Concourse – North Project:** This project consists of the development of a new 12-gate, 800,000-square-foot concourse west of the Tom Bradley International Terminal (TBIT)/Bradley West terminal complex that would serve domestic and international airline operations, and associated apron improvements. This project is estimated to cost \$1.7 billion (\$1.5 billion for terminal improvements, \$0.2 billion for the associated apron improvements); approximately \$250.0 million of this cost is planned to be funded with the net proceeds from the sale of the proposed Series 2018A Subordinate Bonds.
- **North Terminal Improvement Program:** This project includes the complete renovation of Terminal 3, renovations to Terminal 2, a connector to the north side of the TBIT, and infrastructure improvements supporting the planned APM system. This project is estimated to cost \$1.8 billion, with approximately \$150.0 million of the cost funded with the net proceeds from the sale of the proposed Series 2018A Subordinate Bonds.

FINANCIAL PERFORMANCE

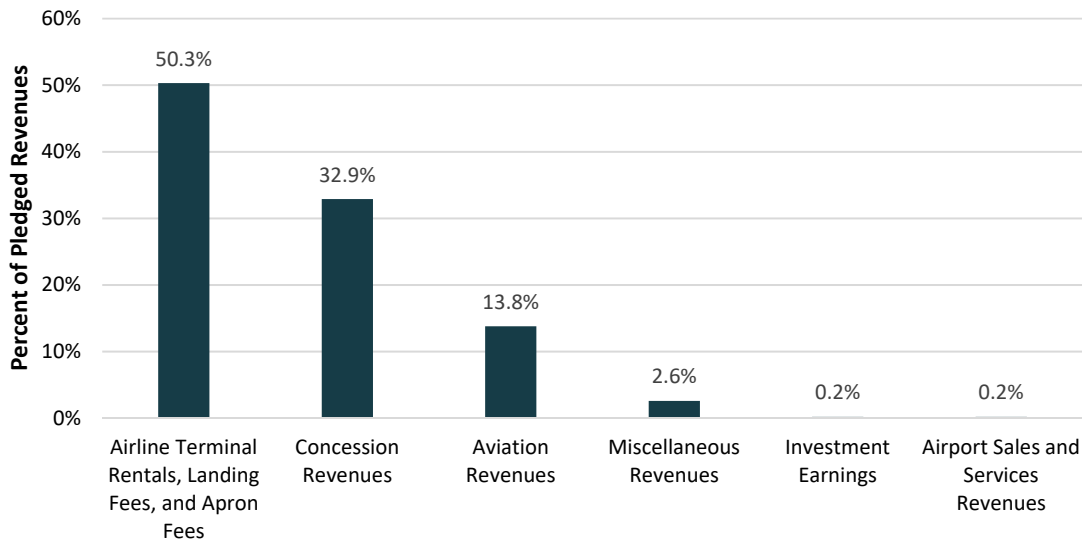
The Department accounts for the Airport’s financial performance according to generally accepted accounting principles for governmental entities and the requirements of the Senior Indenture and Subordinate Indenture (collectively, the Indentures). Department management makes business and financial decisions in the context of its obligations under the Indentures, among other factors.

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Pledged Revenues

Under the Senior Indenture, Pledged Revenues include substantially all rentals, fees, and charges associated with the Airport, but do not include PFC revenues, CFC revenues, and certain other revenues. Sources of Pledged Revenues in FY 2017 are shown on Figure 1. Airline revenues from terminal rentals, landing fees, and apron fees accounted for 50.3% of Pledged Revenues in FY 2017; the second largest source of Pledged Revenues was concession revenues, followed by aviation revenues (other than airline revenues), miscellaneous revenues, investment earnings, and Airport sales and services revenues.

Figure 1
SOURCES OF PLEDGED REVENUES IN FY 2017
Los Angeles International Airport



Source: Department records.

Airline terminal rentals, landing fees, and apron fees are calculated on the basis of: (1) the number of gates and square footage used or leased by the airlines serving the Airport, as well as their number of enplaned passengers and amount of landed weight and (2) the rentals, rates, fees, and charges in effect each year, as calculated by the Department pursuant to the Operating Permits, Passenger Terminal Tariffs, and Rate Agreements.

Concession revenues include, but are not limited to, public parking fees, rental car privilege fees, and terminal concessions and are a function of the business strategies and practices developed and implemented by Department management, the terms and conditions of agreements with the entities providing those services, and the number of passengers enplaned at the Airport each year.

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Aviation revenues include land rentals, aircraft parking fees, fuel flowage fees, and other related revenues.

All other sources of Pledged Revenues shown on Figure 1 include (1) miscellaneous revenues, (2) investment earnings generated by the Department, and (3) revenues earned from sales and services to Airport customers. A further description of these revenue categories is provided later in this Report.

Pledged Revenues totaled approximately \$1.3 billion in FY 2017, and are forecast to increase to approximately \$2.2 billion in FY 2024, an average increase of 7.6% per year.

LAX Maintenance and Operation Expenses

Under the Indentures, LAX M&O Expenses are defined as substantially all of the day-to-day expenses of operating LAX under generally accepted accounting principles, excluding depreciation and expenses paid from sources other than Pledged Revenues.

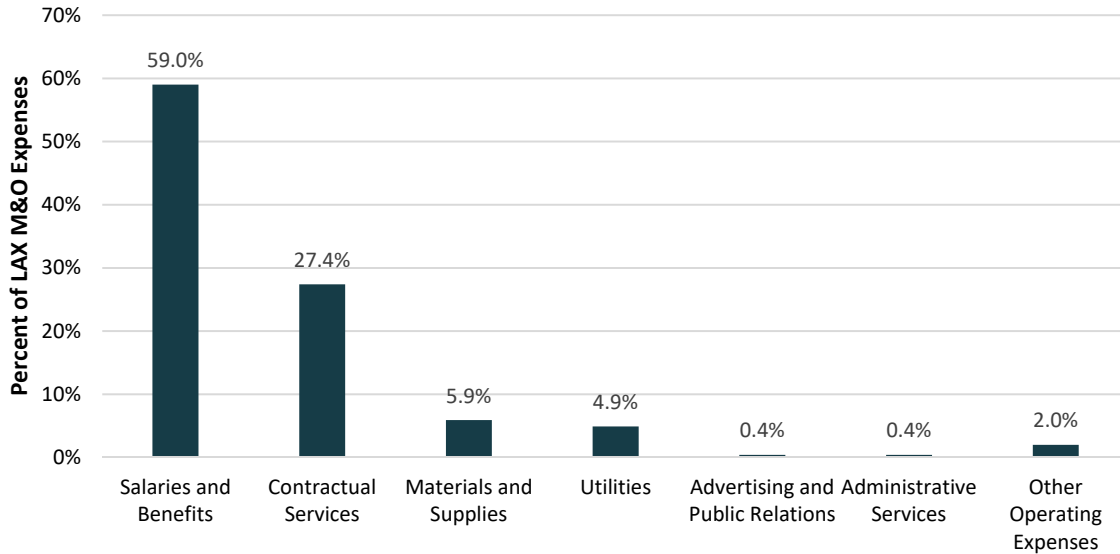
Categories of LAX M&O Expenses in FY 2017 are shown on Figure 2. Approximately 92.3% of FY 2017 LAX M&O Expenses was for salaries and benefits, contractual services, and materials and supplies. The remaining 7.7% of LAX M&O Expenses in FY 2017 was for utilities, advertising and public relations, administrative services, and other operating expenses.

LAX M&O Expenses totaled approximately \$725.2 million in FY 2017, after subtracting administrative costs allocated to other airports operated by the Department and certain M&O Expenses paid with grants, which are not included in the definition of LAX M&O Expenses.

LAX M&O Expenses are forecast to increase from approximately \$725.2 million in FY 2017 to approximately \$1.1 billion in FY 2024, an average increase of 6.3% per year. The forecast of LAX M&O Expenses includes the APM O&M AP the Department expects to make to the APM Developer starting after APM DBO. During the Forecast Period, the APM O&M AP Payments are forecast to be \$31.1 million in FY 2024.

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Figure 2
CATEGORIES OF LAX M&O EXPENSES IN FY 2017
Los Angeles International Airport



Note: Prior to adjustments to exclude M&O Expenses associated with administrative expenses allocated to other airports operated by the Department and M&O Expenses paid from grant funds.

Source: Department records.

Debt Service

In FY 2017, total debt service on Senior Bonds (net of capitalized interest) was approximately \$249.0 million. The Department used approximately \$118.0 million of PFC revenues to pay Senior Bond debt service in FY 2017, resulting in Senior Bond Aggregate Annual Debt Service of approximately \$131.0 million. Under the Senior Indenture, principal of and interest on Senior Bonds paid with PFC revenues are excluded from Senior Bond Aggregate Annual Debt Service for purposes of calculating the Senior Bond Rate Covenant. Therefore, the use of PFC revenues to pay Senior Bond debt service reduces the amount of debt service that would otherwise be paid from Net Pledged Revenues.

In FY 2017, Subordinate Aggregate Annual Debt Service (including debt service on outstanding Subordinate Bonds and Subordinate Commercial Paper Notes, and net of capitalized interest) was approximately \$82.1 million.

Estimated debt service for the proposed Series 2018A Subordinate Bonds and Future Bonds was provided by Public Resources Advisory Group (the Department's co-financial advisor).

The estimated APM Capital APs the Department expects to make to the APM Developer starting at APM DBO (estimated to be 2023) were provided by the Department and are expected to be

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treated as Subordinate Obligations⁵ under the Subordinate Indenture secured by a lien on Subordinate Pledged Revenues. The APM Capital AP the Department expects to make to the APM Developer is estimated to be \$65.2 million in FY 2024.

In forecasting Subordinate Aggregate Annual Debt Service, it was assumed that certain CFC revenues and \$25.0 million of PFC revenues are to be used to pay debt service on Subordinate Obligations related to the APM system project during the Forecast Period. Under the Subordinate Indenture, principal of and interest on Subordinate Obligations paid with CFC revenues or PFC revenues are excluded from Subordinate Aggregate Annual Debt Service for purposes of calculating the Subordinate Obligations Rate Covenant. The use of CFC revenues or PFC revenues to pay Subordinate Obligations debt service reduces the amount of debt service that would otherwise be paid from Subordinate Pledged Revenues.

Subordinate Aggregate Annual Debt Service (net of capitalized interest, and certain CFC revenues and PFC revenues) is estimated to increase from \$82.1 million in FY 2017 to \$329.0 million in FY 2024, including APM Capital APs.

Senior Bond Aggregate Annual Debt Service (net of capitalized interest, and certain PFC revenues) is estimated to increase from \$131.0 million in FY 2017 to \$257.8 million in FY 2024. Increases in Senior Bond debt service and Subordinate Obligations debt service are attributable to (1) the overall structure of outstanding Senior Bonds and Subordinate Obligations, (2) the additional debt service associated with the proposed Series 2018A Subordinate Bonds and Future Bonds and (3) the additional Subordinate Obligations associated with the APM Capital APs to be made to the APM Developer. In forecasting Senior Bond Aggregate Annual Debt Service, it was assumed that between \$133.7 million and \$236.2 million of annual PFC revenues are to be used each Fiscal Year to pay Senior Bond debt service.

The actual amount of CFC revenues and PFC revenues the Department uses to pay debt service during the Forecast Period may vary from year-to-year.

DEBT SERVICE COVERAGE

Senior Bonds are secured by a pledge of Net Pledged Revenues and by certain funds and accounts held by the Senior Trustee. As defined in the Senior Indenture, Net Pledged Revenues equal Pledged Revenues less LAX M&O Expenses.

Subordinate Obligations are secured by a pledge of Subordinate Pledged Revenues and certain other funds and accounts held by the Subordinate Trustee. Under the Subordinate Indenture, Subordinate Pledged Revenues are defined as Pledged Revenues less LAX M&O Expenses less Senior Bond Aggregate Annual Debt Service less any deposits to the senior debt service reserve fund(s). Under the Subordinate Indenture, the Department has covenanted (the Subordinate

⁵ There is no assurance that the APM Capital APs would be Subordinate Obligations. The Department may decide to treat the APM Capital APs as unsecured obligations of the Department, as Senior Obligations, or as third lien obligations.

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Obligations Rate Covenant) to establish, fix, prescribe, and collect rates, tolls, fees, rentals, and charges for use of the Airport so that, in each Fiscal Year:

- Subordinate Pledged Revenues are at least equal to the amount of required deposits to various funds and accounts during such Fiscal Year, and
- Subordinate Pledged Revenues, together with any Transfer, are equal to at least 115% of the Subordinate Aggregate Annual Debt Service on outstanding Subordinate Obligations.

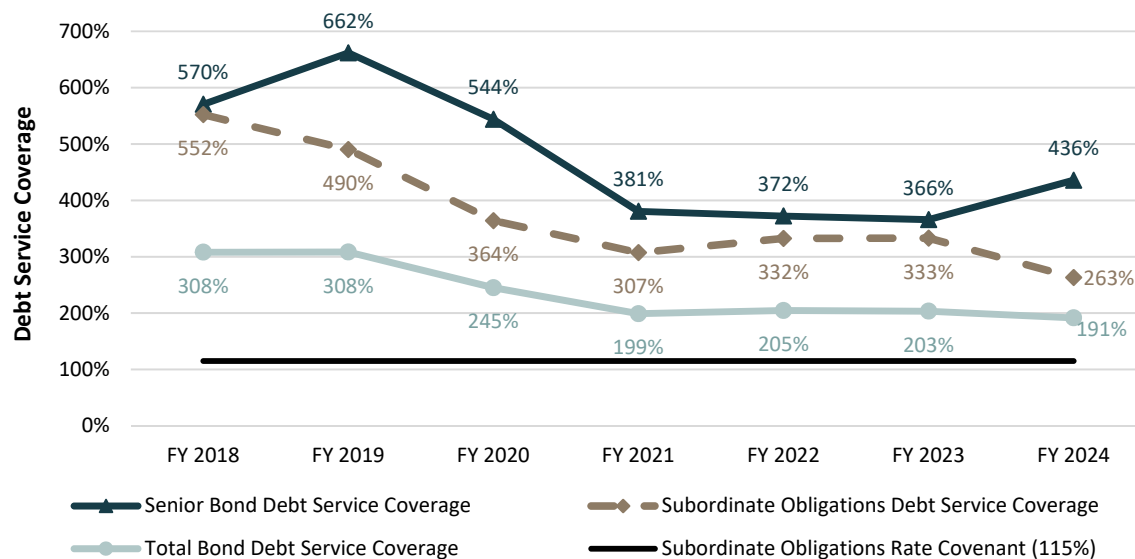
As stated in the Subordinate Indenture, any “Transfer” from the LAX Revenue Account to the Subordinate Debt Service Fund for purposes of meeting the Subordinate Obligation Rate Covenant shall not exceed 15% of Subordinate Aggregate Annual Debt Service on outstanding Subordinate Obligations. No Transfer was assumed in this Report for the purposes of calculating debt service coverage ratios.

As shown on Figure 3, debt service coverage on Subordinate Obligations in each Fiscal Year of the Forecast Period demonstrates compliance with the Subordinate Obligation Rate Covenant of 115% of Subordinate Aggregate Annual Debt Service, including the proposed Series 2018A Subordinate Bonds and Future Bonds.

In addition to its Subordinate Obligations, the Department has issued Senior Bonds under the Senior Indenture. The Senior Indenture requires a 125% debt service coverage ratio on Senior Bonds. As shown on Figure 3, debt service coverage on Senior Bonds in each Fiscal Year of the Forecast Period is forecast to exceed the 125% coverage requirement.

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Figure 3
FORECAST DEBT SERVICE COVERAGE
Los Angeles International Airport



Note: Includes debt service on Senior Bonds, existing Subordinate Obligations, including the Series C and Series B Subordinate Commercial Paper Notes, and estimated debt service on the proposed Series 2018A Subordinate Bonds, Future Bonds, and estimated APM Capital APs. Debt service is net of capitalized interest, if any.

Source of Debt Service: Public Resources Advisory Group. Source for APM Capital APs: Department.

ASSUMPTIONS UNDERLYING THE FINANCIAL FORECASTS

The financial forecasts presented in this Report are based on information and assumptions provided by, or reviewed with and agreed to by, Department management. The forecasts reflect management's expected course of action during the Forecast Period and, in management's judgment, present fairly the expected financial results of the Airport. Those key factors and assumptions that are significant to the forecasts are set forth in the attachment, "Background, Assumptions, and Rationale for the Financial Forecasts." The attachment should be read in its entirety for an understanding of the forecasts and the underlying assumptions.

In our opinion, the underlying assumptions provide a reasonable basis for the forecasts.

However, any forecast is subject to uncertainties. Inevitably, some assumptions will not be realized, and unanticipated events and circumstances may occur. Therefore, there will be differences between the forecast and actual results, and those differences could be material and adverse. Neither WJ Advisors LLC nor any person acting on our behalf makes any warranty, express or implied, with respect to the information, assumptions, forecasts, opinions, or

Mr. Sean O. Burton
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conclusions disclosed in this Report. We have no responsibility to update this Report for events and circumstances occurring after the date of the Report.

We appreciate the opportunity to serve as the Department's Airport Consultant in connection with this proposed financing.

Respectfully submitted,

WJ Advisors LLC

WJ Advisors LLC

**BACKGROUND, ASSUMPTIONS, AND RATIONALE
FOR THE FINANCIAL FORECASTS**

City of Los Angeles, Department of Airports

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AIRLINE TRAFFIC AND ECONOMIC ANALYSES

OVERVIEW OF AIRPORT ROLE

The Airport has an important role in the international, national, State of California, and regional and local air transportation systems and was the second busiest airport in the United States in terms of total (enplaned and deplaned) passengers in 2016. The Airport is one of six commercial service airports in the greater Los Angeles area and has the most international airline service and the greatest number of connecting passengers in the area.

Large Origin-Destination Passenger Base

The Airport's large O&D passenger base is related to the population of the area served by the Airport, the strength of the local economy, and the attractiveness of the Los Angeles Combined Statistical Area (CSA, defined below), the primary geographic area served by the Airport, as a tourist destination. Through FY 2017 (the latest available data), an estimated 21.9 million domestic originating passengers enplaned at the Airport, making the Airport the busiest O&D passenger airport in the United States (U.S.).

The Los Angeles CSA includes Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. As shown in Table 1, the population of the Los Angeles CSA was approximately 18.9 million in 2016, accounting for approximately 48.0% of California's total population in that year. Los Angeles County includes the City of Los Angeles and accounted for approximately 54.2% of the population of the Los Angeles CSA in 2016.

Because economic activity and growth in the Los Angeles CSA stimulate a significant portion of passenger demand at the Airport, statistics for the Los Angeles CSA were used to evaluate airline traffic trends at the Airport.

Primary Commercial Service Airport in the Los Angeles CSA

As shown on Figure 4, the Los Angeles CSA is served by six airports with scheduled airline service, including the Airport, which is defined as a large-hub airport⁶. The Airport accounts for the majority of short-haul domestic airline service in the CSA, dominates medium- and long-haul domestic service, and is the primary international air transportation gateway in Southern California. In FY 2017, the number of enplaned passengers at the Airport accounted for approximately 77.2% of all enplaned passengers at the six airports in the Los Angeles CSA. The airports in Orange County and Ontario are medium-hub airports; the airports in Burbank, Long Beach, and Palm Springs are small-hub airports.

Each airport provides short- and medium-haul domestic airline service and draws passengers largely from its closest surrounding geographical area. The Airport primarily provides longer

⁶ The Federal Aviation Administration definition of large-, medium-, and small hub airports are available at the following link: http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/categories/.

haul domestic service and international service and draws passengers from the Los Angeles CSA and Southern California.

Table 1
POPULATION OF SOUTHERN CALIFORNIA IN 2016

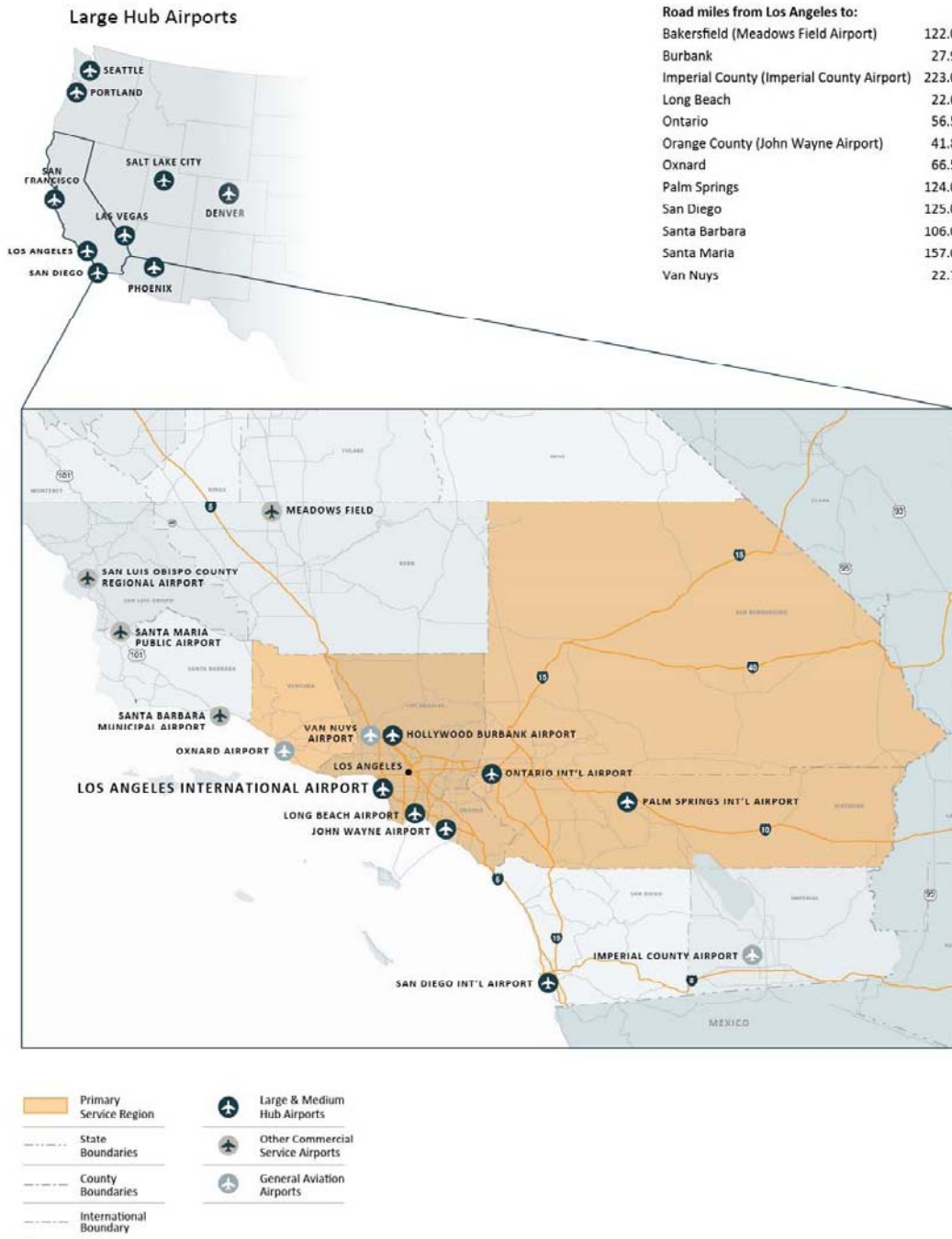
Area	Population	Percent of Southern California population	Percent of Los Angeles CSA or Surrounding Counties
Los Angeles CSA			
Los Angeles County	10,227,547	42.6%	54.2%
Orange County	3,203,044	13.3	17.0
Riverside County	2,406,798	10.0	12.8
San Bernardino County	2,160,010	9.0	11.5
Ventura County	859,512	3.6	4.6
Subtotal—Los Angeles CSA	18,856,911	78.6%	100.0%
Surrounding Counties			
San Diego County	3,336,416	13.9%	64.8%
Kern County	892,432	3.7	17.3
Santa Barbara County	448,749	1.9	8.7
San Luis Obispo County	284,934	1.2	5.5
Imperial County	183,428	0.8	3.6
Subtotal—Surrounding Counties	5,145,959	21.4%	100.0%
Total Southern California	24,002,870	100.0%	

Source: Woods & Poole Economics, Inc., May 2017.

Note: Columns may not add to totals shown because of rounding.

The Airport also serves a large secondary area consisting of the counties surrounding the Los Angeles CSA. The secondary area, shown lightly shaded on Figure 4, is served by seven airports with scheduled airline service, including San Diego International Airport, a large-hub airport with considerable domestic airline service and limited international service. Other airports in the secondary service area, including airports in San Luis Obispo, Santa Barbara, Santa Maria, and Imperial Counties, provide limited scheduled domestic service, including service to the Airport.

Figure 4
AIRPORT SERVICE REGION



International Gateway

For the 12-month period ended May 2017 (the latest available data), in terms of international enplaned passengers, the Airport was the second busiest international gateway in the United States and the busiest international gateway on the West Coast, with approximately 11.6 million international revenue enplaned passengers. John F. Kennedy International Airport, which had 15.9 million international revenue enplaned passengers during the same period, was the busiest international gateway in the United States. San Francisco International Airport is the only other international gateway airport on the West Coast that is ranked among the 10 busiest international gateways, with approximately 6.3 million international revenue enplaned passengers during the same 12-month period.

After the Airport, other international gateway airports ranked in the top 10 by numbers of international revenue enplaned passengers during the same period were Miami International Airport (10.4 million), San Francisco International Airport (6.3 million), Chicago O'Hare International Airport (6.2 million), Newark Liberty International Airport (6.1 million), Hartsfield-Jackson Atlanta International Airport (5.7 million), Bush Intercontinental Airport/Houston (5.3 million), Dallas-Fort Worth International Airport (4.0 million), and Washington Dulles International Airport (3.7 million). As can be seen by the numbers above, the Airport (ranked second) was 12.0% busier than the third busiest U.S. international gateway airport (Miami International Airport) and more than 80.0% busier than the fourth busiest international gateway airport (San Francisco International Airport) in the U.S. for the 12-month period ended May 2017.

The international markets for the Airport in the 12-month period ended May 2017, as measured by the number of international revenue enplaned passengers, were as follows: Asia (28.4%), Europe (19.1%), Mexico (18.1%), the Pacific (11.3%), Canada (9.8%), Latin American and the Caribbean (8.3%), and Africa/Middle East (4.9%). Of the 10 busiest international gateway U.S. airports during the 12-month period ended May 2017, Los Angeles International Airport served the largest number of international revenue enplaned passengers to Asia, Mexico, and Canada, and served larger total numbers of international revenue enplaned passengers to each of the markets listed above as compared to San Francisco International Airport.

Many of the airlines serving the Airport have alliances with foreign-flag airlines that provide, among other benefits, seamless service for passengers to markets that may not have otherwise been served by the same domestic airline. Alliances also provide airlines with strategic, marketing, and operational benefits in terms of coordinated flight schedules, the transfer of baggage between airlines, and use of single terminal buildings and passenger ticketing check-in facilities.

The importance of the Airport as an international gateway can be measured by the number of domestic and foreign-flag airlines serving the Airport, as well as the numbers and market shares of enplaned passengers on the airline alliances. A comparison of FY 2017 enplaned passenger market shares by individual airlines (including regional affiliates) and by airline alliance is shown on Table 2.

Table 2
COMPARISON OF ENPLANED PASSENGER MARKET SHARE IN FY 2017
Los Angeles International Airport

	Airline and regional affiliate		Airline, regional affiliate, and alliance partners		
	Number of enplaned passengers	Percent of Total	Alliance Name	Number of enplaned passengers	Percent of Total
American Airlines	8,002,129	19.2%	oneworld	9,641,094	23.2%
Delta Air Lines	6,838,256	16.4	SkyTeam	8,799,063	21.2
United Airlines	6,062,305	14.6	Star Alliance	9,303,959	22.4
Subtotal	20,902,690	50.2%		27,744,116	66.7%
All other airlines	20,699,434	49.8		13,858,008	33.3
Total	41,602,124	100.0%		41,602,124	100.0%

Note: Columns may not add to totals shown because of rounding.

Source: Department records. Airline websites for airline alliance affiliations.

Currently, American Airlines, Delta Air Lines, Southwest Airlines, and United Airlines operate at individual terminal buildings at the Airport. For American Airlines, which operates at Terminal 4, a passenger connector to the TBIT provides a seamless experience for passengers connecting to or arriving on flights of oneworld alliance partners. In August 2016, the Los Angeles City Council approved a new lease and license agreement with Delta Air Lines for Terminals 2 and 3. Effective May 2017, Delta relocated from Terminal 5 to Terminals 2 and 3. The approximately \$1.8 billion modernization, referred to as the North Terminal Improvement Program, of Terminals 2 and 3, which will also provide a secure connector to the north side of the TBIT, will allow Delta Air Lines and its alliance partners to operate seamlessly when the modernization program is completed.

ECONOMIC BASIS FOR AIRLINE TRAFFIC

The economy of an airport service region is a major factor affecting long-term airline traffic at the airport(s) serving the region. Generally, regions with large populations, an extensive employment base, and increasing levels of per capita personal income will generate strong demand for airline travel. The demographics and economy of the region—as measured by changes in population, nonagricultural employment, and per capita personal income—as well as airline service and airfares, are typically the most important factors affecting O&D passenger demand at airport(s) serving the region.

Historical Population, Nonagricultural Employment, and Per Capita Personal Income

This section provides an overview of the Los Angeles regional economy, including current conditions and trends, and presents data that indicate that the Airport's service region has an economic base capable of supporting increased demand for airline travel at the Airport during the Forecast Period (through FY 2024).

As stated earlier, the primary geographical region served by the Airport is the Los Angeles CSA, which includes Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

As shown in Table 3, the Los Angeles CSA, with approximately 18.9 million residents in 2016, is the second largest of the 166 CSAs in the United States. Only the New York-Newark CSA, with approximately 23.8 million residents, represents a larger market for airline travel.

Table 3
10 LARGEST COMBINED STATISTICAL AREAS IN THE UNITED STATES
2016

Rank	Combined Statistical Area	Estimated population
1	New York-Newark CSA	23,826,673
2	Los Angeles CSA	18,856,911
3	Chicago-Naperville CSA	9,972,835
4	Washington-Baltimore-Arlington CSA	9,733,324
5	San Jose-San Francisco-Oakland CSA	8,785,844
6	Boston-Worcester-Providence CSA	8,193,355
7	Dallas-Fort Worth CSA	7,661,833
8	Philadelphia-Reading-Camden CSA	7,214,602
9	Houston-The Woodlands CSA	6,973,843
10	Miami-Fort Lauderdale-Port St. Lucie CSA	6,746,651

Source: Woods & Poole Economics, Inc., May 2017.

Table 4 presents historical and projected population, nonagricultural employment, and per capita personal income for the Los Angeles CSA, the State of California, and the United States in 1990, 1995, 2000, and 2005 through 2016, and projected socioeconomic data for 2024.

According to the data shown in Table 4 for 2016, the Los Angeles CSA accounted for approximately 47.7% of California's population and 48.2% of the State's nonagricultural employment.

Table 4
HISTORICAL AND PROJECTED SOCIOECONOMIC DATA
Los Angeles CSA, State of California, and United States

Year	Population (thousands)			Nonagricultural employment (thousands)			Per capita personal income (in 2016 dollars)		
	Los Angeles CSA	State of California	United States	Los Angeles CSA	State of California	United States	Los Angeles CSA	State of California	United States
Historical									
1990	14,598	29,960	249,623	8,028	16,126	132,643	\$34,386	\$34,947	\$32,200
1995	15,346	31,697	266,278	7,858	16,325	142,725	33,553	35,348	34,214
2000	16,426	33,988	282,162	8,852	18,661	160,262	39,385	44,052	40,781
2005	17,396	35,828	295,517	9,530	19,680	167,876	44,982	47,428	43,088
2006	17,455	36,021	298,380	9,735	20,085	171,505	47,145	49,481	44,583
2007	17,499	36,250	301,231	9,902	20,469	175,180	47,272	49,820	45,406
2008	17,613	36,604	304,094	9,746	20,251	174,933	46,444	48,865	45,456
2009	17,750	36,961	306,771	9,339	19,450	169,519	44,456	46,750	43,597
2010	17,913	37,334	309,347	9,227	19,198	168,299	44,908	47,179	43,869
2011	18,085	37,700	311,719	9,430	19,557	171,559	46,218	48,711	45,132
2012	18,242	38,056	314,103	9,771	20,242	174,403	47,809	50,405	46,186
2013	18,394	38,414	316,427	10,079	20,886	177,730	46,666	49,908	45,781
2014	18,539	38,792	318,907	10,392	21,527	181,548	48,182	51,721	47,081
2015	18,680	39,145	321,421	10,679	22,177	185,598	50,482	54,324	48,633
2016	18,857	39,513	324,161	10,845	22,519	188,412	51,359	55,043	49,422
Projected									
2024	20,445	42,811	349,018	12,236	225,351	210,759	57,492	61,441	55,616
Annual percent increase (decrease)									
2005-2006	0.3%	0.5%	1.0%	2.2%	2.1%	2.2%	4.8%	4.3%	3.5%
2006-2007	0.3	0.6	1.0	1.7	1.9	2.1	0.3	0.7	1.8
2007-2008	0.7	1.0	1.0	(1.6)	(1.1)	(0.1)	(1.8)	(1.9)	0.1
2008-2009	0.8	1.0	0.9	(4.2)	(4.0)	(3.1)	(4.3)	(4.3)	(4.1)
2009-2010	0.9	1.0	0.8	(1.2)	(1.3)	(0.7)	1.0	0.9	0.6
2010-2011	1.0	1.0	0.8	2.2	1.9	1.9	2.9	3.2	2.9
2011-2012	0.9	0.9	0.8	3.6	3.5	1.7	3.4	3.5	2.3
2012-2013	0.8	0.9	0.7	3.2	3.2	1.9	(2.4)	(1.0)	(0.9)
2013-2014	0.8	1.0	0.8	3.1	3.1	2.1	3.2	3.6	2.8
2014-2015	0.8	0.9	0.8	2.8	3.0	2.2	4.8	5.0	3.3
2015-2016	0.9	0.9	0.9	1.6	1.5	1.5	1.7	1.3	1.6
Average annual percent increase (decrease)									
Historical									
1990-2000	1.2%	1.3%	1.2%	1.0%	1.5%	1.9%	1.4%	2.3%	2.4%
2000-2016	0.9	0.9	0.9	1.3	1.2	1.0	1.7	1.4	1.2
Projected									
2016-2024	1.0	1.0	0.9	1.5	1.5	1.4	1.4	1.4	1.5

Note: The Los Angeles CSA consists of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.
Source: Woods & Poole Economics, Inc., May 2017.

Population. As shown in Table 4, the average annual growth rate for the population in the Los Angeles CSA has historically been comparable to the population growth rates in California and the United States. Population in the Los Angeles CSA increased an average of 1.2% per year between 1990 and 2000, and an average of 0.9% per year between 2000 and 2016. Projected population growth in the Los Angeles CSA for 2016 through 2024 reflects an average annual increase of 1.0%, which is slightly higher than the projected increase in the United States as a whole (0.9%).

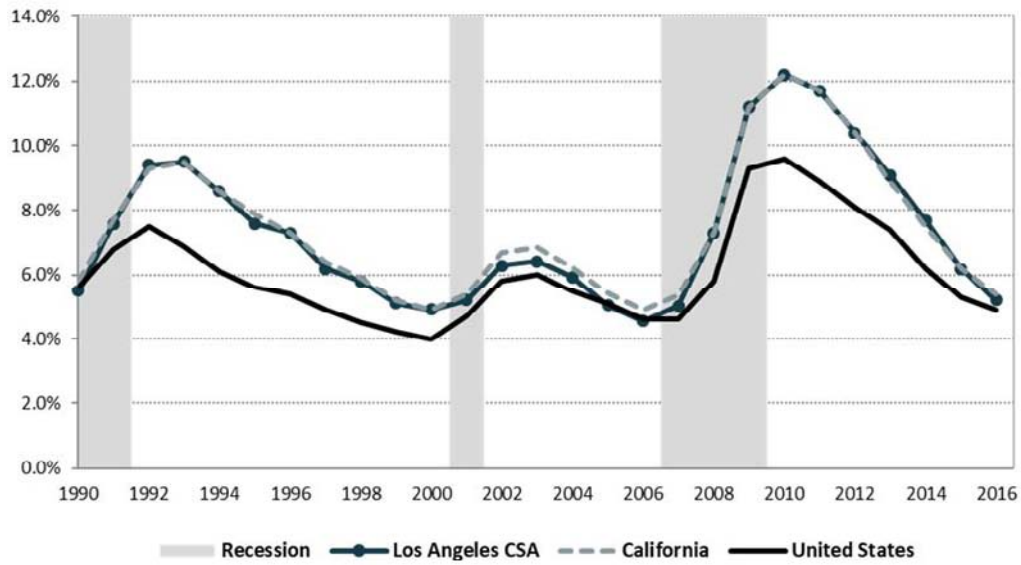
Between 2016 and 2024, a population increase of approximately 1,588,000 is projected in the Los Angeles CSA, or approximately 198,000 new residents per year. These new residents are expected to generate additional demand for airline service at the Airport. The U.S. Department of Commerce, Bureau of the Census estimates that net in-migration to the Los Angeles CSA averages approximately 46,000 new residents each year.⁷ Continued positive net in-migration to the Los Angeles CSA is expected to contribute to population growth between 2016 and 2024.

Unemployment Rate. The annual unemployment rate in the Los Angeles CSA exceeded that in the United States as a whole in each of the past 25 years, except 1990, 2005, and 2006, when the two unemployment rates were generally equal (see Figure 5).

Although the Los Angeles CSA unemployment rate has been higher than that in the United States since 2007, it has fallen by 7.0 percentage points (e.g., from 12.0% to 5.0%) since its peak of 12.2% in 2010. The U.S. unemployment rate, by contrast, has fallen only 4.7 percentage points since its peak of 9.6% in 2010. Nevertheless, the unemployment rate in the Los Angeles CSA remains slightly above its pre-recession level of 4.5% in 2006. This is partly explained by labor force growth, by a growing number of replacement job openings due to retirement, and by a lack of qualified workers for those replacement positions. In addition, the job growth rates in construction, manufacturing, retail trade, utilities, information, professional and technical services, and government have been lower in the Los Angeles CSA than in the United States since 2007.

⁷ The U.S. Department of Commerce, Bureau of the Census estimates that the Los Angeles CSA had prior levels of in-migration totaling 441,000 annually and out-migration totaling 395,000 annually, resulting in net annual in-migration of 46,000 new residents; see American Community Survey, <http://www.census.gov/data/tables/2015/demo/geographic-mobility/county-to-county-migration-2011-2015.html>, accessed December 2017. These results are based on average annual migration in 2011 through 2015.

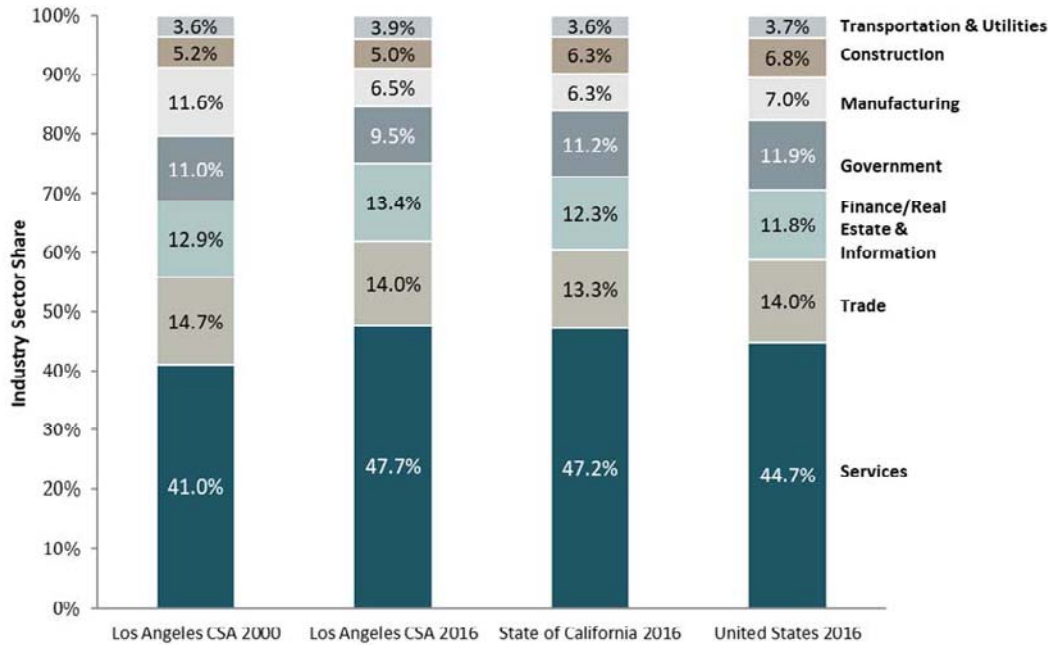
Figure 5
UNEMPLOYMENT RATES
 Los Angeles CSA, State of California, and United States



Sources: U.S. Department of Labor Bureau of Labor Statistics, December 2017.

Nonagricultural Employment by Industry Sector. Figure 6 shows the comparative distribution of nonagricultural employment by industry sector in the Los Angeles CSA in 2000 and 2016, and in California and the United States in 2016. Employment in services (47.7%)—including health, education, professional, business, and other services—and trade (14.0%) accounted for a combined 61.7% of total nonagricultural employment in the Los Angeles CSA in 2016.

Figure 6
COMPARATIVE DISTRIBUTION OF NONAGRICULTURAL EMPLOYMENT BY INDUSTRY SECTOR
 Los Angeles CSA, State of California, and United States



Notes: Construction employment includes mining and forestry. Totals may not add to 100% because of rounding.

Source: Woods & Poole Economics, Inc., May 2017.

Major Employers. Table 5 lists the 25 largest private employers in the Los Angeles CSA in 2016. The table reflects the diversity of the companies and industries in the area.

The Los Angeles CSA is the location of headquarters for 15 companies on the list of Fortune 500 firms, which are ranked by annual revenue.⁸ These companies operate globally and their activities extend to a network of more than 1,090 overseas offices, manufacturing plants and other facilities.⁹ The reliance on face-to-face meetings and conferences of major employers in Fortune 500 headquarters and their suppliers, customers, and partners suggests that the Los Angeles CSA will continue to be a significant source of demand for airline business travel.

⁸ Fortune 500, www.fortune.com, accessed December 2017.

⁹ Uniworld Online, www.uniworldonline.com, accessed December 2017.

Table 5
25 LARGEST PRIVATE EMPLOYERS
Los Angeles CSA

Rank	Company	Industry	Location	Local employees
1	Walt Disney	Entertainment	Anaheim/Burbank	42,500
2	Bank of America	Finance	Irvine/Los Angeles	17,800
3	Northrop Grumman	Aerospace	Redondo Beach	16,600
4	Boeing	Aerospace	El Segundo/Seal Beach	15,600
5	AT&T	Telecommunications	Los Angeles/Tustin	15,000
6	United Parcel Service	Transportation	Anaheim/Los Angeles/Ontario	13,300
7	Wells Fargo Bank	Finance	Irvine/Los Angeles	13,200
8	Allied Universal	Security Services	Santa Ana	10,500
9	FedEx	Transportation	Irvine/Los Angeles/Ontario	9,800
10	ABM Industries	Facility Services	Commerce	8,500
11	Raytheon	Aerospace	El Segundo	6,800
12	JP Morgan Chase	Finance	Irvine/Los Angeles	6,400
13	Amazon Fulfillment Centers	Online Retail Distribution	Moreno Valley, Redlands, Rialto	5,500
14	Warner Bros. Entertainment	Entertainment	Burbank	5,400
15	Amgen	Pharmaceuticals	Thousand Oaks	5,300
16	NBCUniversal	Entertainment	Burbank	5,000
17	Paramount Pictures	Entertainment	Hollywood	5,000
18	Verizon	Telecommunications	Irvine/Los Angeles	4,600
19	Edwards Lifesciences	Medical Equipment	Irvine	4,300
20	Irvine Company	Real Estate Development	Newport Beach	4,200
21	Cedar Fair	Amusement Parks/Resorts	Buena Park	4,000
22	Sony Pictures Entertainment	Entertainment	Culver City	3,200
23	Lockheed Martin	Aerospace	Palmdale	3,000
24	Marriott International Inc.	Lodging	Irvine	2,900
25	Applied Medical Resources Corp.	Medical Equipment	Rancho Santa Margarita	2,800

Note: Excludes retail companies, hospitals, utilities, nonprofits, and government organizations.

Sources: "Largest Private-Sector Employers," *Los Angeles Business Journal*, August 29, 2016; "Employers," *Orange County Business Journal*, November 20, 2017.

Per Capita Personal Income. Historically, per capita personal income (in 2016 dollars) has been consistently lower in the Los Angeles CSA than in California, as shown earlier in Table 4. However, per capita income in the Los Angeles CSA was generally higher than in the United States as a whole from 1990 through 2016.

Real wage and salary income decreased in the Los Angeles CSA during the 2008-2009 recession, decreasing 1.8% between 2007 and 2008, and 4.3% between 2008 and 2009. In contrast, population in the Los Angeles CSA increased nearly 1.0% per year during the recession. Certain factors, including decreasing wage and salary income and increasing population, contributed to the decline in per capita personal income growth in the Los Angeles CSA between 2007 and 2010.

Data in Table 4 show that, by 2014, per capita personal income in the Los Angeles CSA exceeded its pre-recession level of \$47,272. Projections of per capita personal income in the Los Angeles CSA in 2024 are based on an average annual growth rate of 1.4% between 2016 and 2024. The 2016-2024 growth in total personal income is projected to be partially driven by

the growth in earnings for workers in the construction, information, finance, professional and technical services, educational services, and health services industries.

Household Income above \$100,000. The number of households with annual income of \$100,000 or more is an indicator of potential demand for air travel. Table 6 shows that in 2016, the Los Angeles CSA ranked second in the U.S. with approximately 1.9 million households with income of \$100,000 or more. According to Consumer Expenditure Survey data from the U.S. Bureau of Labor Statistics, 54% of airline fare expenditures are made by households with annual income of \$100,000 or more.¹⁰

Table 6
**2016 HOUSEHOLDS WITH INCOME OF \$100,000 AND ABOVE
BY METROPOLITAN REGION**

Rank	Metropolitan Region	Households with income of \$100,000 and above
1	New York-Newark CSA	3,094,273
2	Los Angeles CSA	1,900,631
3	Washington-Baltimore-Arlington CSA	1,541,137
4	San Jose-San Francisco-Oakland CSA	1,314,032
5	Chicago-Naperville CSA	1,152,080

Source: Esri Market Profiles, June 2017.

Visitor Activity

Table 7 summarizes visitor data for Los Angeles County in 2015 and 2016, as published by the Los Angeles Tourism & Convention Board. In 2016, there were approximately 47.3 million day and overnight visitors to Los Angeles County, 1.8 million more than the record tourism in 2015 of 45.5 million visitors. Approximately 66% of visitors to Los Angeles County in 2015 and 2016 were overnight visitors.

Data in Table 7 show that Los Angeles County's approximately 24.0 million domestic overnight visitors in 2016 represented a 2.2% increase over 2015. The approximately seven million international overnight visitors in 2016 exceeded the level in 2015 by 5.6%.

Leisure Travel. Leisure travelers to Los Angeles County accounted for most of the overnight trips (approximately 79.5% in 2016). The Los Angeles CSA offers visitors numerous entertainment attractions, cultural institutions, shopping districts, dining selections, recreational options, professional sporting events, and scenic parks and vistas. World famous attractions in the Los Angeles CSA include Disneyland, Universal Studios, the Hollywood Walk of Fame, the Getty Center, and many others.

¹⁰ *Who's Buying for Travel*, 11th Edition, 2015, New Strategist Publications.

Business Travel. In 2016, business travelers to Los Angeles County accounted for approximately 20.5% of all overnight trips. While the number of domestic business travelers fell by 5.1% between 2015 and 2016, international business travelers increased by 3.8% over the same period.

Table 7
2015 AND 2016 VISITOR ACTIVITY
Los Angeles County

	2015	Percent of total	2016	Percent of total	Percent increase/ (decrease) 2015-2016
Overnight visitors	30,200,000	66.4%	31,100,000	65.8%	3.0%
Day visitors	15,300,000	33.6	16,200,000	34.2	5.9
Total visitors	45,500,000	100.0%	47,300,000	100.0%	4.0%
Overnight visitors					
Domestic leisure	18,100,000	59.9%	18,900,000	60.8%	4.4%
International leisure	5,500,000	18.2	5,830,000	18.7	6.0
Domestic business	5,400,000	17.9	5,125,000	16.5	(5.1)
International business	1,200,000	4.0	1,245,000	4.0	3.8
Total overnight visitors	30,200,000	100.0%	31,100,000	100.0%	3.0%
International visitors					
Mexico	1,732,000	25.9%	1,757,000	24.8%	1.4%
China (excludes Hong Kong)	779,000	11.6	1,005,000	14.2	29.0
Canada	736,000	11.0	708,000	10.0	(3.8)
Australia	424,000	6.3	425,000	6.0	0.2
United Kingdom (a)	342,000	5.1	362,000	5.1	5.8
Japan	319,000	4.8	340,000	4.8	6.6
France	282,000	4.2	289,000	4.1	2.5
South Korea	280,000	4.2	296,000	4.2	5.7
Germany	238,000	3.6	253,000	3.6	6.3
Brazil	127,000	1.9	101,000	1.4	(20.5)
Other overseas	1,441,000	21.5	1,539,000	21.8	6.8
Total international visitors	6,700,000	100.0%	7,075,000	100.0%	5.6%

Note: Columns may not add to totals shown because of rounding.

(a) Includes England, Wales, Scotland, and Northern Ireland.

Source: Los Angeles Tourism & Convention Board, Los Angeles Tourism by Numbers 2016 Quick Facts, <https://www.discoverlosangeles.com/tourism/research>, accessed December 2017.

Convention Business. Many business travelers visit the Los Angeles CSA in order to attend conventions and other events. The Los Angeles Convention Center (LACC) is located in downtown Los Angeles and hosts 350 events with more than two million visitors annually. The LACC has 720,000 square feet of exhibit hall space and 147,000 square feet of meeting room space. Plans have been proposed to expand the facility's exhibit and meeting space as well as to build a 1,000-room hotel adjacent to the LACC. With these improvements, the LACC will be able to attract larger conventions and accommodate multiple, large-scale events.

International Travel. In 2016, Los Angeles County attracted more than seven million overnight international business and leisure visitors. Of these, 34.8% were from Mexico and Canada, while the majority of international visitors (65.2%) were from overseas. Mexico was home to the most visitors, 1.8 million, from a single country in 2016, and in 2016 Los Angeles became the first U.S. city to host over one million visitors from China. Viewed on a regional basis, visitors from Australia, Japan, and South Korea—the top three countries in the Asia-Pacific region (excluding China) —accounted for a total of 1,061,000 visitors to Los Angeles County. Similarly, Europe was the second largest regional market, with the top three countries (United Kingdom, France, and Germany) generating 904,000 visitors to Los Angeles County in 2016. The Los Angeles CSA’s international links are further underscored by the fact that, according to the U.S. Census Bureau, 30.3% of the population is foreign born compared with 13.2% of the U.S. population as a whole.¹¹

Economic Outlook

Economic growth in the United States, the State of California, and the Los Angeles CSA influences the demand for passenger and cargo services at the Airport. In addition, growth in airline traffic at the Airport is influenced by the Los Angeles CSA’s economy and global economies. Consequently, economic assumptions that underlie the forecasts of enplaned passengers prepared for this Report were based on a review of global, national, State, and regional economic projections, as well as analyses of historical socioeconomic trends and airline traffic trends.

Global Economy. The number of international visitors to the Los Angeles CSA, the outlook for world gross domestic product (GDP) growth, and economic growth within global sub-regions provide insight into the future demand for international leisure and business travel at the Airport. Data in Table 8 show that global GDP is projected to increase from an annual average rate of 2.7% between 2010 and 2016 to an annual average rate of 2.9% from 2017 through 2024. Although China contributed strongly to global economic growth between 2010 and 2016, an economic slowdown is expected in China in 2017 through 2024 as the country adjusts its economy towards domestic consumption and an expanding services sector. The projected weak growth in Latin America is mainly a result of falling commodity prices and fiscal deficits. Projected growth in Africa, the Middle East, and the United States from 2017 through 2024 is expected to partially offset slower economic growth in other markets. As global economic growth continues from 2017 through 2024, demand for business and leisure travel, including airline travel to the Los Angeles CSA, is expected to increase.

¹¹ Place of Birth by Nativity and Citizenship Status, 2011-2015 American Community Survey 5-Year Estimates, https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_B05002&prodType=table, accessed December 2017.

Table 8
HISTORICAL AND PROJECTED GLOBAL GROSS DOMESTIC PRODUCT GROWTH RATES

Region/Country	Average annual real GDP growth	
	Historical 2010-2016	Projected 2017-2024
China	7.7%	5.5%
Middle East	4.1	3.5
Africa	2.9	3.4
Asia (excluding China)	3.0	3.5
United States	2.0	2.1
Canada	2.1	2.2
Latin America	1.5	2.7
Former Soviet Union	1.5	1.9
Europe	1.2	1.6
World	2.7	2.9

Source for historical and projected: U.S Department of Agriculture, Economic Research Service, *International Macroeconomic Data, Projected Real GDP Values*, December 19, 2017.

National Economy. In spite of a flattening labor force participation rate and weak productivity growth in the U.S.,¹² moderate gains in real disposable personal income,¹³ household net worth,¹⁴ and consumer spending are expected to support projected GDP growth in the U.S. during the Forecast Period.¹⁵ The most recently published forecast by business economists from the National Association for Business Economics (NABE) indicates consensus for annual real U.S. GDP growth of 2.5% in 2018. The NABE forecast also estimates an average annual U.S. unemployment rate of 4.1% in 2018.

Figure 7 presents trends in U.S. GDP (in 2016 dollars) and numbers of enplaned passengers at the Airport and in the nation in 1988 through 2016 (using 1988 as the index year). Trends in passenger traffic in the United States and at the Airport since 1988 have closely correlated with trends in GDP, including decreases during the 1990-1991 and 2008-2009 recessions. From 1988 through 2016, GDP increased an average of 1.5% per year, while the number of enplaned passengers increased at averages of 1.4% per year in the nation and 1.6% per year at the Airport.

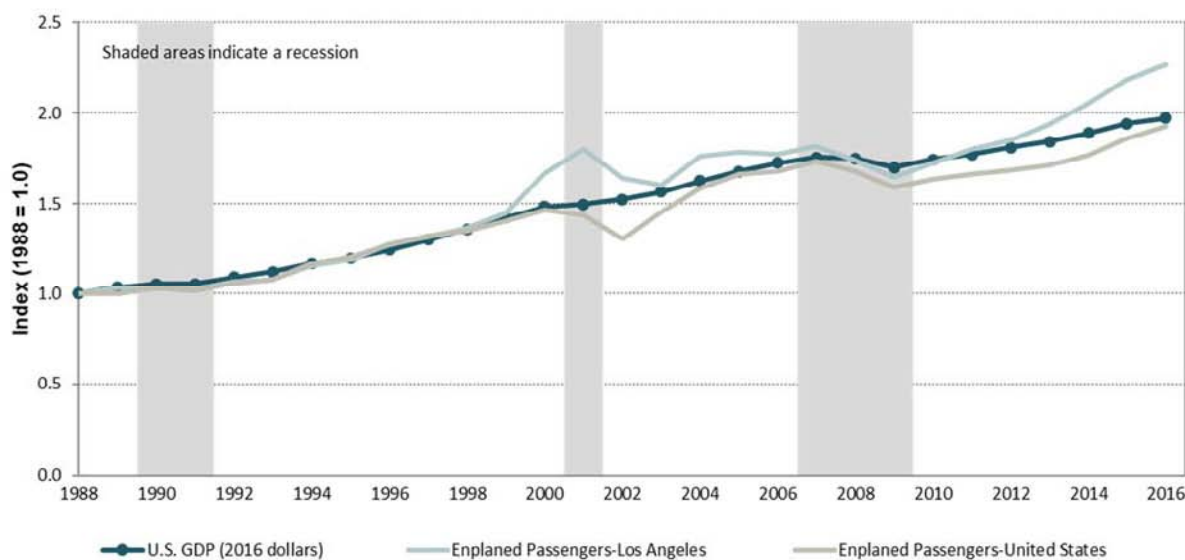
¹² Monetary Policy Report, Current Report: July 7, 2017, <https://www.federalreserve.gov/monetarypolicy/2017-07-mpr-summary.htm>, accessed December 2017.

¹³ Current Releases, Personal Income and Outlays, October 2017, <https://www.bea.gov/newsreleases/national/pi/2017/pi1017.htm>, accessed December 2017.

¹⁴ Integrated Macroeconomic Accounts for the United States, https://www.bea.gov/national/nipaweb/Ni_FedBeaSna/Index.asp, accessed December 2017.

¹⁵ Minutes of the Federal Open Market Committee October 31-November 1, 2017, <https://www.federalreserve.gov/monetarypolicy/fomcminutes20171101.htm>, accessed December 2017.

Figure 7
TRENDS IN U.S. GROSS DOMESTIC PRODUCT AND ENPLANED PASSENGERS



Sources: U.S. GDP—U.S. Department of Commerce, Bureau of Economic Analysis, www.bea.gov, accessed December 2017.

Los Angeles (LAX) enplaned passengers—Department management records.

U.S. enplaned passengers—U.S. Department of Transportation, Federal Aviation Administration, Terminal Area Forecast, www.faa.gov/data_research/aviation/taf, accessed December 2017.

During the most recent national recession (2008-2009), the number of passengers enplaned at the Airport decreased 5.5%. In comparison, the number of enplaned passengers in the United States decreased 7.0% between 2008 and 2009. As the economy recovered, the number of passengers enplaned at the Airport increased 31.6% between 2010 and 2016. National passenger data indicate that the number of enplaned passengers in the U.S. increased 17.1% between 2010 and 2016.

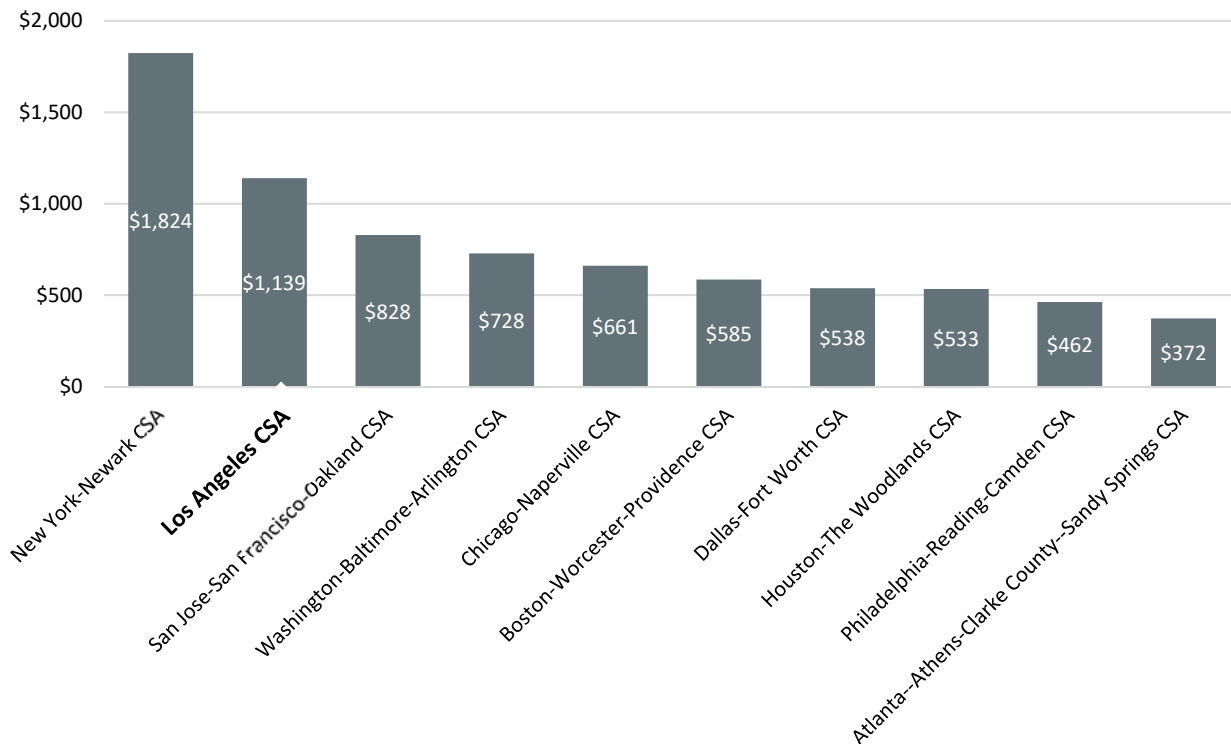
California Economy. California has a diverse and vibrant economy that accounts for approximately 14% of U.S. GDP and ranks as the sixth largest economy globally (between those of the United Kingdom and France).¹⁶ Economic growth in California exceeded U.S. GDP growth in 2016 (2.4% vs. 1.5%). In addition, unemployment in California decreased from a peak of 12.2% in 2010 (following the 2008-2009 recession) to 5.2% in 2016, compared with 9.6% and 4.9%, respectively, in the United States as a whole. Between 2015 and 2016, California experienced job gains in major industry sectors, such as health care and social assistance (71,600 jobs); leisure and hospitality (67,400); professional, scientific, and technical services (51,000 jobs); and the public sector (53,700). Combined, these four sectors accounted for

¹⁶ The World Bank, https://data.worldbank.org/indicator/NY.GDP.MKTP.CD?year_high_desc=true, accessed December 2017.

approximately 59% of employment gains in California between 2015 and 2016. Continued job growth in these sectors is projected for 2018.¹⁷

Los Angeles CSA Economy. Data in Figure 8 show that the Los Angeles CSA economy ranks second among U.S. metro areas with a gross regional product of more than \$1.1 trillion. A recent forecast report published by the Los Angeles Economic Development Corporation (LAEDC) shows employment gains in the Los Angeles CSA economy in 2018. The LAEDC forecasts employment growth in health care and social assistance, leisure and hospitality, administrative and support services, and construction.¹⁸

Figure 8
2016 GROSS REGIONAL PRODUCT AT TOP 10 CSA
(billions)



Note: Amounts shown in 2016 dollars.

Source: Woods & Poole Economics, Inc., May 2017.

¹⁷ Los Angeles Economic Development Corporation. *LAEDC 2017-2018 Economic Forecast and Industry Outlook*, February 2017.

¹⁸ Los Angeles Economic Development Corporation. *LAEDC 2017-2018 Economic Forecast and Industry Outlook*, February 2017.

Economic Growth Factors. Factors expected to contribute to continued economic growth in the Los Angeles CSA and associated increases in airline travel at the Airport include (1) a diverse economic base that is less vulnerable to a downturn in any particular industry sector than if the economic base were more concentrated, (2) a large population base with growing income, (3) continued growth in the leisure and hospitality industry sector, and (4) continued public and private sector investment to support tourism, conventions, and general business development.

PASSENGER TRAFFIC AND AIRLINE SERVICE TRENDS

Trends in the number of enplaned passengers and airline service at the Airport are discussed in this section. The airlines serving the Airport, airline shares of enplaned passengers, top O&D markets for the Airport, and airline fares and yields are also discussed.

Airlines Serving the Airport

Table 9 lists the passenger airlines serving the Airport as of December 2017. A total of 19 U.S. flag airlines provided scheduled passenger service, including 5 network airlines, 7 regional airlines, and 7 low cost airlines. Scheduled international passenger service was provided by 56 foreign-flag airlines, including 16 Asian airlines, 17 European airlines, 7 Middle Eastern/African airlines, 5 South Pacific airlines, 5 Latin American/Caribbean airlines, 4 Mexican airlines, and 2 Canadian airlines. In addition, 35 airlines provided scheduled all-cargo service, as of December 2017.

Enplaned Passenger Trends

Table 10 shows domestic and international enplaned passengers as well as originating and connecting passengers at the Airport from FY 2000 through FY 2017.

Growth in the number of enplaned passengers at the Airport has exceeded national averages. Over the past 5 years (FY 2012 through FY 2017), growth in the total number of enplaned passengers at the Airport increased at an average of 5.7% per year. During the same period, the number of enplaned passengers in the nation as a whole increased an average of 2.6% per year¹⁹.

In FY 2017, 41.6 million passengers enplaned at the Airport, representing an increase of 6.8% over the number of passengers enplaned in FY 2016 and a historical peak for the Airport. The number of domestic and international passengers enplaned at the Airport increased at averages of 2.8% and 3.7% per year, respectively, between FY 2007 and FY 2017. In FY 2017, domestic passengers accounted for 70.9% (29.5 million) of total enplaned passengers at the

¹⁹ Source: U.S. Department of Transportation, T100 Database; represents average annual growth in the total number of U.S. enplaned passengers from the 12-months ended June 2012 through the 12-months ended June 2017.

Airport, while international passengers accounted for 29.1% (12.1 million) of total enplaned passengers at the Airport.

The growth in enplaned passengers in FY 2017 was partially the result of strong growth in new airline service and additional seat capacity introduced by airlines at the Airport in recent years. From FY 2012 through FY 2017, the number of scheduled seats at the Airport increased by an average of 4.7% per year, which is more than double the average for the U.S. as a whole (2.1% for the same period²⁰). Between FY 2016 and FY 2017, the number of scheduled seats at the Airport increased 6.6%. Factors contributing to the expansion of airline capacity at the Airport include growing competition among domestic airlines that have been competing for market shares at the Airport, as well as the entry of several new foreign-flag airlines and new service on a number of international routes.

²⁰ Source: Innovata.

Table 9
PASSENGER AIRLINES SERVING LOS ANGELES INTERNATIONAL AIRPORT
February 2018

U.S.-flag airlines	Foreign-flag airlines		
Network Airlines	Asia	Middle East/Africa	Virgin Atlantic Airways
Alaska Airlines (a)	Air China	El Al Israel	WOW air
American Airlines	ANA	Emirates	XL Airways France
Delta Air Lines	Asiana	Ethiopian Airlines	
Hawaiian Airlines	Cathay Pacific	Etihad Airways	Latin America
United Airlines	China Airlines	Qatar Airways	Avianca/TACA
	China Eastern	Saudi Arabian Airlines	Copa
	China Southern	Turkish Airlines	LACSA
Regional Airlines	Eva Airways		LATAM
Boutique Air	Hainan Airlines	Europe	LAN Peru
Compass (b)	Hong Kong Airlines	Aeroflot	
Envoy Air	Japan Airlines	Aer Lingus	Mexico
Great Lakes Airlines	Korean Air	Air France	Aeroméxico
Mesa Airlines	Philippine Airlines	Alitalia	Interjet
Mokulele Airlines	Sichuan Airlines	Austrian Airlines	VivaAerobus
SkyWest (c)	Singapore Airlines	British Airways	Volaris
	Xiamen Airlines	Iberia	
Low Cost Airlines		KLM Royal Dutch	Canada
Allegiant Air	South Pacific	LOT Polish Airlines	Air Canada
Frontier Airlines	Air New Zealand	Lufthansa German	WestJet
JetBlue Airways	Air Pacific (Fiji Airways)	Norwegian Air Shuttle	
Southwest Airlines	Air Tahiti Nui	Scandinavian Airlines	
Spirit Airlines	Qantas	SWISS	
Sun Country Airlines	Virgin Australia	Thomas Cook Airlines	
Virgin America (a)			

Note: Airlines providing scheduled service are shown.

(a) Virgin America was acquired by Alaska Airlines in December 2016.

(b) Compass Airlines flies for American Airlines and Delta Air Lines.

(c) SkyWest Airlines flies for Alaska Airlines, American Airlines, Delta Air Lines and United Airlines.

Source: Innovata Schedules.

Table 10

HISTORICAL ENPLANED PASSENGERS AND ORIGINATING AND CONNECTING PASSENGERS

Fiscal Year	Enplaned passengers			Annual percent change			Enplaned passengers		Percent of total	
	Domestic	Int'l	Total	Domestic	Int'l	Total	Originating	Connecting	Originating	Connecting
2000	24,880,727	8,350,995	33,231,722	-%	-%	-%	25,409,525	7,822,197	76.5%	23.5%
2001	24,958,416	8,834,557	33,792,973	0.3	5.8	1.7	25,608,254	8,184,719	75.8	24.2
2002	20,781,210	7,350,566	28,131,776	(16.7)	(16.8)	(16.8)	21,464,737	6,667,039	76.3	23.7
2003	20,441,104	7,269,224	27,710,328	(1.6)	(1.1)	(1.5)	21,391,576	6,318,752	77.2	22.8
2004	21,241,860	7,837,987	29,079,847	3.9	7.8	4.9	22,854,946	6,224,901	78.6	21.4
2005	22,143,442	8,404,809	30,548,251	4.2	7.2	5.0	24,339,886	6,208,365	79.7	20.3
2006	22,030,697	8,624,449	30,655,146	(0.5)	2.6	0.3	24,253,196	6,401,950	79.1	20.9
2007	22,374,333	8,429,137	30,803,470	1.6	(2.3)	0.5	24,149,520	6,653,950	78.4	21.6
2008	22,427,379	8,714,960	31,142,339	0.2	3.4	1.1	24,633,456	6,508,883	79.1	20.9
2009	20,662,591	7,666,428	28,329,019	(7.9)	(12.0)	(9.0)	22,530,522	5,798,497	79.5	20.5
2010	21,127,610	7,875,532	29,003,142	2.3	2.7	2.4	22,736,952	6,266,190	78.4	21.6
2011	22,151,724	8,128,847	30,280,571	4.8	3.2	4.4	23,304,564	6,976,007	77.0	23.0
2012	23,019,627	8,497,290	31,516,917	3.9	4.5	4.1	24,063,472	7,453,445	76.4	23.6
2013	23,855,876	8,668,302	32,524,178	3.6	2.0	3.2	24,983,829	7,540,349	76.8	23.2
2014	25,016,409	9,316,116	34,332,525	4.9	7.5	5.6	26,213,331	8,119,194	76.4	23.6
2015	26,237,839	9,883,929	36,121,768	4.9	6.1	5.2	27,957,630	8,164,138	77.4	22.6
2016	28,070,161	10,888,408	38,958,569	7.0	10.2	7.9	30,906,141	8,052,428	79.3	20.7
2017	29,510,834	12,091,290	41,602,124	5.1	11.2	6.8	33,045,970	8,556,154	79.4	20.6
Average annual percent increase (decrease)										
2000-2005	(2.3%)	0.1%	(1.7%)				(0.9%)	(4.5%)		
2005-2010	(0.9)	(1.3)	(1.0)				(1.4)	0.2		
2010-2017	4.9	6.3	5.3				5.5	4.6		
2007-2017	2.8	3.7	3.1				3.2	2.5		

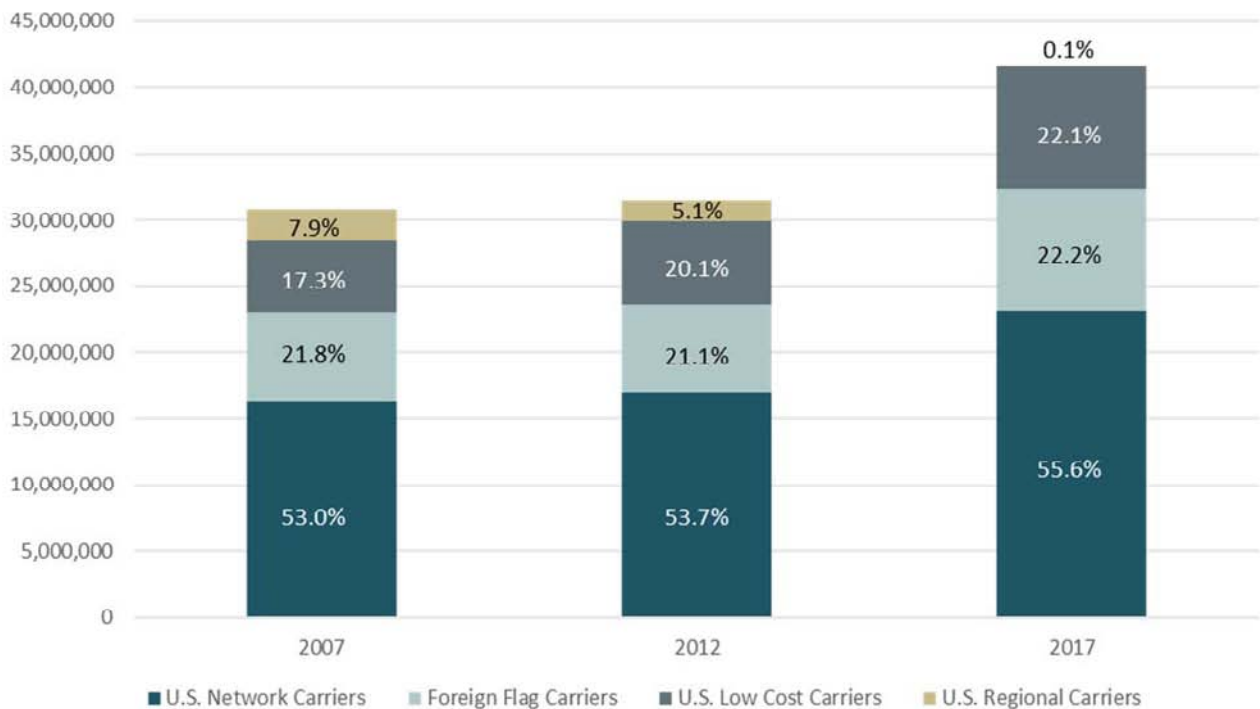
Note: For Fiscal Years ended June 30.

Sources: Department records; U.S. Department of Transportation O&D Data accessed via Database Products, Inc., accessed December 2017.

The percentage of connecting passengers at the Airport has remained stable over the past 16 years (FY 2000 through FY 2017), accounting for between 20.3% and 24.2% of total enplaned passengers at the Airport. In FY 2017, connecting passengers at the Airport accounted for 20.6% (8.6 million) of total enplaned passengers, while originating passengers accounted for 79.4% (33.0 million) of total enplaned passengers.

Enplaned passenger traffic at the Airport by airline type in FY 2007, FY 2012, and FY 2017 is shown on Figure 9. U.S. network airlines continue to account for the largest share of enplaned passengers at the Airport. In FY 2017, the U.S. network and regional airlines accounted for 55.6% of total enplaned passengers, while the foreign-flag airlines and U.S. low-cost airlines accounted for 22.2% and 22.1% of total enplaned passengers at the Airport, respectively. In comparison, the U.S. network airlines and regional airlines, foreign-flag airlines, and U.S. low-cost airlines accounted for 60.9%, 21.8%, and 17.3% of total enplaned passengers at the Airport, respectively, in FY 2007. Between FY 2007 and FY 2017, the U.S. regional airlines' share of enplaned passengers at the Airport has decreased from approximately 7.9% to less than 1.0%. This decrease reflects a reduced reliance by the U.S. network airlines on their regional affiliates that provide service for the network airlines using smaller regional aircraft.

Figure 9
HISTORICAL ENPLANED PASSENGERS BY AIRLINE TYPE
Los Angeles International Airport



Notes: For Fiscal Years ended June 30; excludes nonscheduled airlines.
Sources: Department records.

Enplaned Passenger Market Shares

Airline service at the Airport is diverse and highly competitive, with no single airline accounting for more than 20% of total enplaned passengers in FY 2017. Table 11 presents a comparison of FY 2012 and FY 2017 enplaned passengers at the Airport by airline.

Table 11
ENPLANED PASSENGERS BY AIRLINE
Los Angeles International Airport

	Enplaned passengers		Percent of total	
	FY 2012	FY 2017	FY 2012	FY 2017
U.S.-FLAG AIRLINES				
Network and regional airlines				
American Airlines (a)	6,404,953	8,002,129	20.3%	19.2%
Delta Air Lines	3,465,788	6,838,256	11.0	16.4
United Airlines (b)	6,758,869	6,062,305	21.4	14.6
Alaska Airlines (c)	3,057,834	3,524,495	9.7	8.5
Hawaiian Airlines	235,502	440,721	0.7	1.1
All other	13,605	21,818	0.0	0.1
Subtotal – network and regionals	19,936,551	24,889,724	63.3%	59.8%
Low cost airlines				
Southwest Airlines	3,792,651	4,843,969	12.0%	11.6%
Spirit Airlines	265,973	1,237,471	0.8	3.0
JetBlue Airways	358,326	784,922	1.1	1.9
All other	522,759	608,091	1.7	1.5
Subtotal – low-cost carriers	4,939,709	7,474,453	15.7%	18.0%
Total – U.S.-flag airlines	24,876,260	32,364,177	78.9%	77.8%
FOREIGN-FLAG AIRLINES				
Air Canada	468,793	712,467	1.5%	1.7%
Qantas	603,170	519,450	1.9	1.2
Aeroméxico	282,415	433,813	0.9	1.0
Cathay Pacific	262,793	329,135	0.8	0.8
Air New Zealand	304,228	313,889	1.0	0.8
Air France	255,054	309,367	0.8	0.7
Lufthansa	240,780	296,968	0.8	0.7
Eva	215,751	290,206	0.7	0.7
British Airways	274,882	287,409	0.9	0.7
Korean	335,310	263,164	1.1	0.6
All other	3,397,481	5,482,079	10.8	13.2
Total – foreign-flag airlines	6,640,657	9,237,947	21.1%	22.2%
Airport total	31,516,917	41,602,124	100.0%	100.0%

Notes: For Fiscal Years ended June 30. The U.S. network airlines include associated regional affiliates. Columns may not add to totals shown because of rounding.

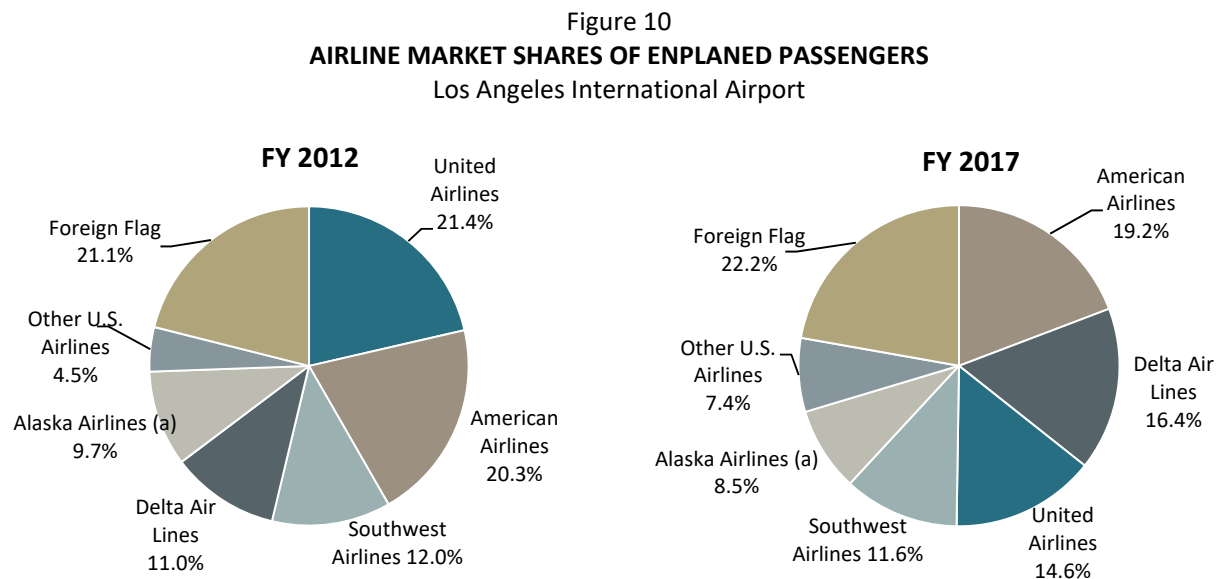
(a) Includes enplaned passengers on US Airways, which merged with American Airlines in 2015.

(b) Includes enplaned passengers on Continental Airlines, which merged with United Airlines in November 2011 (FY 2012).

(c) Includes enplaned passengers on Virgin America, which was acquired by Alaska Airlines in December 2016.

In FY 2017 American Airlines was the busiest airline at the Airport in terms of number of enplaned passengers. Delta Air Lines has also expanded rapidly at the Airport in recent years with enplaned passengers increasing from 3.5 million in FY 2012 to 6.8 million in FY 2017. As shown on Figure 10, American Airlines (including legacy airline US Airways and all regional affiliates of both airlines) accounted for 19.2% of total enplaned passengers at the Airport in FY 2017. Delta Air Lines and United Airlines followed closely behind, accounting for 16.4% and 14.6%, respectively, of total enplaned passengers at the Airport in FY 2017. U.S. low cost airline Southwest Airlines is the fourth busiest airline at the Airport, accounting for 11.6% of total enplaned passengers in FY 2017. U.S. airlines that increased their market share of enplaned passengers at the Airport between FY 2012 and FY 2017 include Delta Air Lines, Hawaiian Airlines, JetBlue Airways, and Spirit Airlines.

As shown in Figure 11, the Airport has the lowest airline market share by a single airline amongst the top 10 U.S. airports as measured by enplaned passengers during the 12-month period ending May 2017 (the most recent data available).

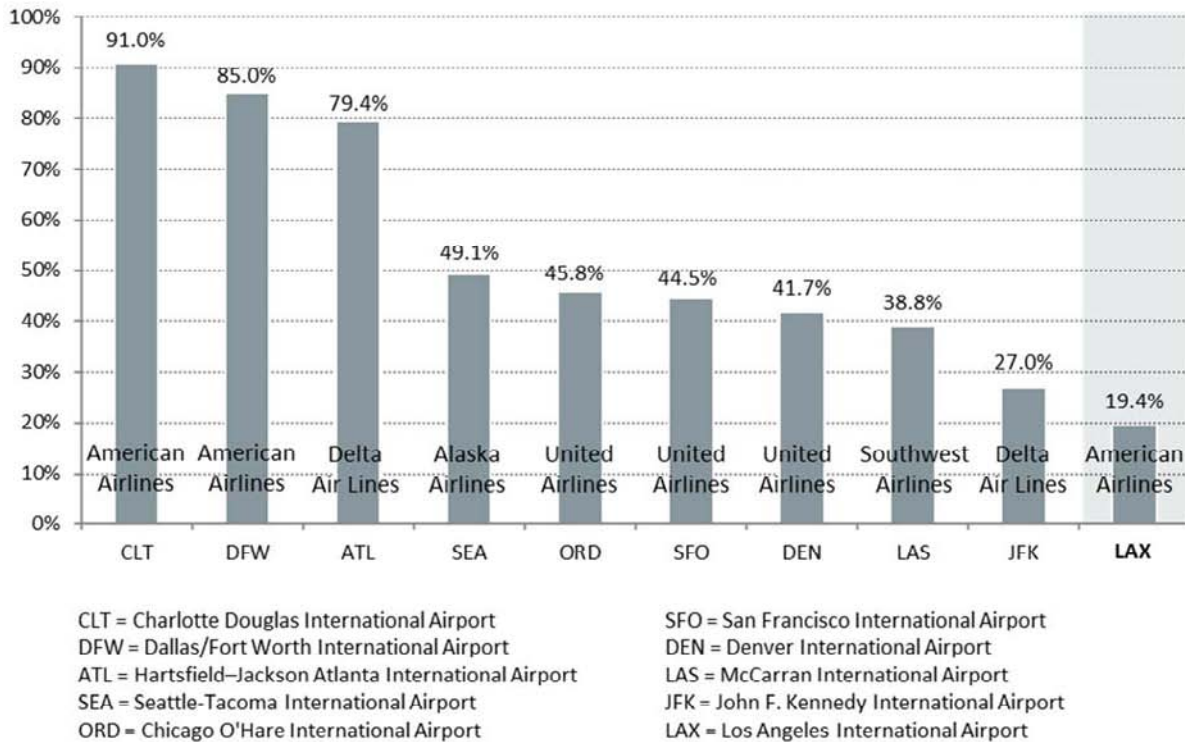


Notes: For Fiscal Years ended June 30. U.S. network airlines include associated regional affiliates. Totals may not add to 100% because of rounding.

(a) Includes the activity of Virgin America which was acquired by Alaska Airlines in December 2016.

Source: Department records.

Figure 11
SHARE OF PASSENGERS CARRIED BY LARGEST AIRLINE AT TOP 10 U.S. AIRPORTS
 12 Months Ending May 2017



Notes: Top 10 airports based on total enplaned passengers as of the 12 months ending May 2017, airline name represents largest airline at that airport.

Source: The Department for the Airport; U.S. Department of Transportation, T100 database, accessed December 2017, for all other airports.

Domestic Origin-Destination Market

Through FY 2017, the top 20 domestic passenger markets accounted for 71.4% of domestic O&D passengers at the Airport, as shown in Table 12. New York and San Francisco were the top two destination markets for O&D passengers accounting for 10.4% and 8.6%, respectively, of domestic O&D passengers at the Airport. Other major markets at the Airport include Chicago, Seattle-Tacoma, Washington D.C., and Dallas-Fort Worth. Each of the top 20 domestic markets was served nonstop from the Airport in December 2017, with service provided by three or more airlines to all of the top 20 markets.

Table 12
DOMESTIC ORIGIN-DESTINATION PATTERNS AND AIRLINE SERVICE
(except as noted)
Los Angeles International Airport

Rank	Market	O&D passengers	Percent of domestic O&D passengers	Air Miles from LAX	Average daily scheduled nonstop departures (Dec. 2017)	Number of airlines providing nonstop service (Dec. 2017)
1	New York <i>(a)</i>	4,540,334	10.4%	2,466	50	5
2	San Francisco <i>(b)</i>	3,744,604	8.6%	327	99	7
3	Chicago <i>(c)</i>	2,311,378	5.3%	1,748	27	5
4	Seattle-Tacoma	2,040,542	4.7%	954	27	5
5	Washington D.C. <i>(d)</i>	1,948,878	4.5%	2,309	19	7
6	Dallas-Fort Worth <i>(e)</i>	1,742,954	4.0%	1,241	26	6
7	Las Vegas	1,602,108	3.7%	236	32	6
8	Denver	1,571,203	3.6%	862	23	6
9	Miami <i>(f)</i>	1,222,839	2.8%	2,342	13	4
10	Atlanta	1,219,813	2.8%	1,946	17	5
11	Boston	1,219,541	2.8%	2,611	13	5
12	Houston <i>(g)</i>	1,160,739	2.7%	1,385	19	4
13	Portland (Oregon)	1,111,006	2.5%	834	16	5
14	Honolulu	1,105,030	2.5%	2,556	15	5
15	Orlando	939,142	2.1%	2,217	9	6
16	Phoenix	894,088	2.0%	370	24	4
17	Minneapolis/St. Paul	774,730	1.8%	1,536	8	3
18	Salt Lake City	718,382	1.6%	590	17	5
19	Philadelphia	714,174	1.6%	2,401	7	3
20	Sacramento	636,846	1.5%	373	20	4
Cities listed		31,218,331	71.4%		482	
Other cities		12,530,378	28.6%		181	
All Cities		43,748,709	100.0%		663	

Notes: Data corresponds to FY 2017 (the latest available data), except as noted.

(a) Newark Liberty International, LaGuardia, and John F. Kennedy International airports.

(b) San Francisco, Oakland, and Mineta San José international airports.

(c) Chicago O'Hare and Chicago Midway international airports.

(d) Reagan Washington National, Baltimore/Washington International Thurgood Marshall, and Washington Dulles International airports.

(e) Dallas-Fort Worth International Airport and Love Field.

(f) Miami and Fort Lauderdale Hollywood international airports.

(g) Bush Intercontinental Airport/Houston and William P. Hobby Airport.

Sources: U.S. Department of Transportation, O&D Survey; Innovata Schedules.

International Origin-Destination Markets

Through FY 2017, the latest available data, the top 20 international passenger markets at the Airport accounted for 50.4% of total international O&D passengers at the Airport, as shown in Table 13. London was the busiest O&D market accounting for 4.5% of total international O&D passengers, followed by Tokyo (3.7%), Mexico City (3.5%), Guadalajara (3.4%), and Vancouver (3.3%). Each of the top 20 international markets was served nonstop from the Airport in December 2017, with service provided by two or more airlines to 18 of the top 20 markets.

Airfares

Table 14 provides a comparison of average domestic one-way airfares²¹ paid by passengers using the Airport through FY 2017 with the airfares at the four other air carrier airports in the Los Angeles CSA. While the Airport's overall domestic airfare for all cities on a weighted average basis is the highest among the Los Angeles CSA airports, this higher average fare is primarily driven by the high fares and large traffic volume in the premium Los Angeles–New York O&D passenger market. When comparing fares in other top domestic passenger markets, the Airport's airfares are competitive. The Airport had the highest airfare among Los Angeles CSA airports for only one of its top 20 domestic passenger markets—New York. The Airport's airfares were lowest among Los Angeles CSA airports to a number of markets, including Chicago, Washington D.C., Dallas-Fort Worth, Denver, Houston, Atlanta, and Minneapolis St. Paul.

The Airport accounted for 80% or more of Los Angeles CSA domestic O&D passengers in all of its top 10 long-haul markets (1,500 miles or more) through FY 2017 (the latest available data). This reflects the Airport's role in the Los Angeles CSA providing service on longer haul domestic trips. The Airport accounted for 52% to 80% of Los Angeles CSA domestic O&D passengers in the top medium-haul markets. In short-haul markets, the Airport accounted for a 29% to 54% share of Los Angeles CSA domestic O&D passengers.

Scheduled Airline Service

In December 2017, the airlines serving the Airport provided scheduled service to 90 domestic destinations and 85 international destinations. On average, 844 daily aircraft departures were scheduled, including 663 daily domestic departures and 181 daily international departures.

²¹ The airfares that airlines report to the U.S. Department of Transportation are exclusive of many ancillary charges (fees for checked baggage and preferred aircraft seating, for example) and may understate the passenger's actual cost of airline travel given the increased implementation of such fees beginning in 2008.

Table 13
INTERNATIONAL ORIGIN-DESTINATION PATTERNS AND AIRLINE SERVICE
(except as noted)
Los Angeles International Airport

Rank	Market	O&D passengers	Percent of international O&D passengers	Air miles from LAX	Average daily scheduled nonstop departures (Dec. 2017)	Number of airlines providing nonstop service (Dec. 2017)
1	London (a)	945,194	4.5%	4,901	10	6
2	Tokyo (b)	788,272	3.7%	5,470	9	6
3	Mexico City (c)	743,530	3.5%	1,543	16	7
4	Guadalajara	727,789	3.4%	1,307	9	5
5	Vancouver	694,067	3.3%	1,080	12	5
6	Seoul (d)	678,605	3.2%	5,988	5	3
7	Shanghai (e)	672,349	3.2%	6,494	5	4
8	Taipei (f)	660,197	3.1%	6,786	5	2
9	Cancun	578,094	2.7%	2,119	6	5
10	Toronto	563,604	2.7%	2,174	7	3
11	Paris (g)	485,296	2.3%	5,988	3	3
12	Beijing	478,208	2.3%	6,251	4	2
13	Hong Kong	453,113	2.1%	7,259	4	2
14	San Jose' del Cabo	393,617	1.9%	911	8	6
15	Sydney	382,579	1.8%	5,310	5	5
16	Manila	364,979	1.7%	7,305	2	1
17	San Salvador	293,073	1.4%	2,513	4	2
18	Melbourne	280,553	1.3%	7,918	3	3
19	Puerto Vallarta	263,012	1.2%	1,217	5	7
20	Guangzhou	228,514	1.1%	7,243	1	1
Cities listed		10,674,645	50.4%		123	
Other cities		10,495,898	49.6%		58	
All cities		21,170,543	100.0%		181	

Notes: Data corresponds to FY 2017 (the latest available data), except as noted. Data are for international O&D passengers. Columns may not add to totals shown because of rounding.

(a) Heathrow, Gatwick, Stanstead, and London City airports.

(b) Tokyo International Airport/Haneda and Tokyo Narita International Airports.

(c) Mexico City (Benito Juarez) and Toluca international airports.

(d) Incheon and Gimpo international airports.

(e) Pudong and Hongqiao international airports.

(f) Taoyuan International and Sungshan airports.

(g) Charles de Gaulle and Orly international airports.

Sources: International Air Transport Association; Innovata Schedules.

Table 14
COMPARISON OF AIRFARES IN LOS ANGELES' TOP 20 DOMESTIC O&D MARKETS
Los Angeles CSA Air Carrier Airports

Rank	Market	LAX O&D passengers	Air miles from LAX	Length of haul	LAX Share of Los Angeles Market	Average one-way domestic airfare paid				
						LAX	John Wayne	LA/ Ontario	Burbank	Long Beach
1	New York (a)	4,540,334	2,466	Long	88%	\$308	\$306	\$240	\$202	\$212
2	San Francisco (b)	3,744,604	327	Short	43%	\$102	\$114	\$107	\$111	\$71
3	Chicago (c)	2,311,378	1,748	Long	80%	\$153	\$207	\$186	\$189	\$228
4	Seattle	2,040,542	954	Medium	57%	\$97	\$124	\$117	\$121	\$96
5	Washington D.C. (d)	1,948,878	2,309	Long	87%	\$229	\$257	\$245	\$224	\$247
6	Dallas-Fort Worth (e)	1,742,954	1,241	Medium	72%	\$133	\$207	\$179	\$140	\$198
7	Las Vegas	1,602,108	236	Short	54%	\$75	\$123	\$118	\$113	\$61
8	Denver	1,571,203	862	Medium	63%	\$91	\$127	\$153	\$142	\$98
9	Miami (f)	1,222,839	2,342	Long	92%	\$228	\$253	\$249	\$213	\$176
10	Atlanta	1,219,813	1,946	Long	84%	\$200	\$257	\$234	\$234	\$246
11	Boston	1,219,541	2,611	Long	87%	\$235	\$272	\$246	\$233	\$208
12	Houston (g)	1,160,739	1,385	Medium	80%	\$143	\$202	\$223	\$213	\$244
13	Portland (Oregon)	1,111,006	834	Medium	52%	\$89	\$108	\$105	\$105	\$86
14	Honolulu	1,105,030	2,556	Long	99%	\$289	\$319	\$356	\$314	\$405
15	Orlando	939,142	2,217	Long	87%	\$178	\$232	\$216	\$212	\$215
16	Phoenix	894,088	370	Short	43%	\$96	\$126	\$123	\$114	\$129
17	Minneapolis/St. Paul	774,730	1,536	Long	81%	\$154	\$235	\$200	\$181	\$225
18	Salt Lake City	718,382	590	Medium	49%	\$109	\$148	\$161	\$126	\$95
19	Philadelphia	714,174	2,401	Long	83%	\$236	\$264	\$236	\$233	\$240
20	Sacramento	636,846	373	Short	29%	\$107	\$125	\$122	\$123	\$87
Cities listed		31,218,331			65%	\$172	\$153	\$141	\$123	\$93
Other cities		12,530,378			75%	\$205	\$218	\$225	\$192	\$151
All cities		43,748,709			67%	\$181	\$169	\$163	\$131	\$99

Notes: For purposes of this Report, short-haul flights are 500 miles or less, medium-haul flights are 501 to 1,500 miles, and long haul flights are more than 1,500 miles. Data corresponds to FY 2017.

(a) Newark Liberty International, LaGuardia, and John F. Kennedy International airports.

(b) San Francisco, Oakland, and Mineta San José international airports.

(c) Chicago O'Hare and Chicago Midway International airports.

(d) Reagan Washington National, Baltimore/Washington International Thurgood Marshall, and Washington Dulles International airports.

(e) Dallas-Fort Worth International Airport and Love Field.

(f) Miami and Fort Lauderdale-Hollywood international airports.

(g) Bush Intercontinental Airport/Houston and William P. Hobby Airport.

Sources: U.S. Department of Transportation, O&D Survey, Official Airline Guide Schedules.

International service was provided to seven international regions—Europe, the Middle East, Asia, the South Pacific, Canada, Mexico and Latin America/the Caribbean—as shown on Figure 12. Since the beginning of FY 2017, new international service from the Airport includes, but is not limited to: Aeroméxico service to Leon/Guanajuato and Monterrey; Air China service to Shenzhen; Alaska Airlines service to Mexico City; American Airlines service to Beijing and Hong Kong; Delta Air Lines service to Mexico City; Interjet service to Leon/Guanajuato, Mexico City, Puerto Vallarta, and San Jose’ del Cabo; Hainan Airlines service to Chengdu and Chongqing; Hong Kong Airlines service to Hong Kong; LAN (a subsidiary of LATAM Airlines Group) service to Santiago; LOT Polish Airlines service to Warsaw; Norwegian Air Shuttle service to Barcelona and Rome; Sichuan Airlines service to Hangzhou and Jinan; Singapore Airlines service to Seoul; Southwest Airlines service to Cancun, Puerto Vallarta, and San Jose’ del Cabo; United Airlines service to Singapore; VivaAerobus service to Guadalajara; Volaris service to Acapulco, Oaxaca, and Queretaro; and Xiamen Airlines service to Qingdao and Xiamen.

Figure 12
SCHEDULED INTERNATIONAL AIRLINE SERVICE IN DECEMBER 2017
 Los Angeles International Airport

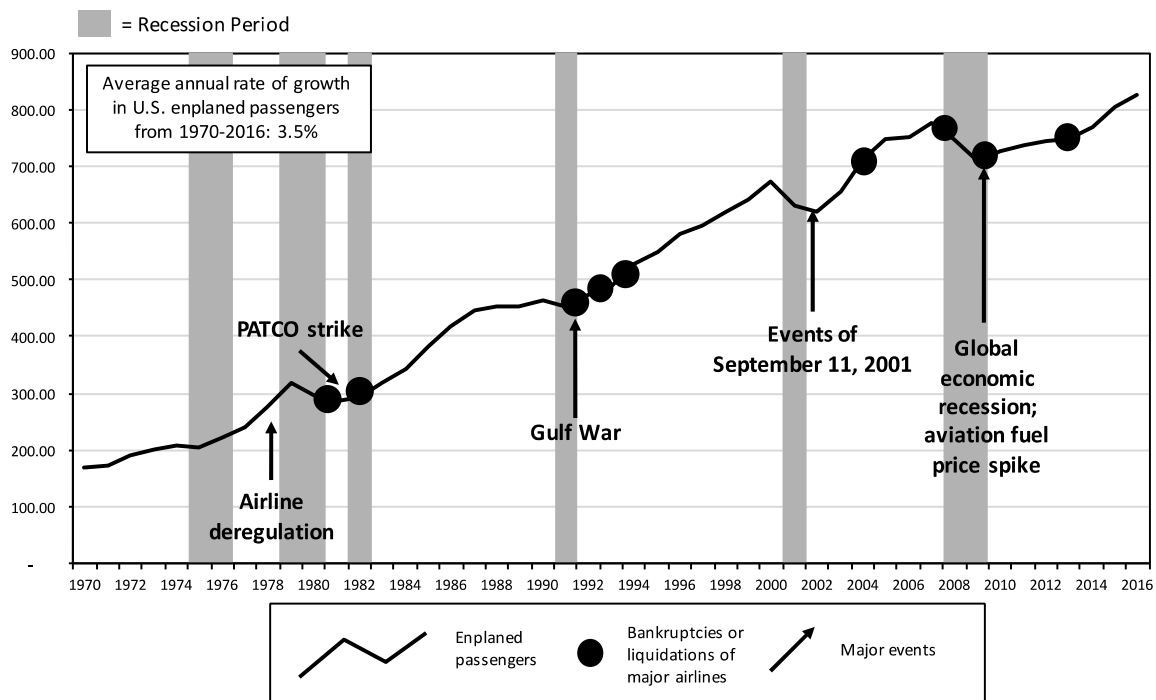


Source: Innovata Schedules.

KEY FACTORS AFFECTING FUTURE AIRLINE TRAFFIC

Historically, airline passenger traffic nationwide has correlated closely with the state of the U.S. economy and levels of real disposable income. As shown on Figure 13, recessions in the U.S. economy in 2001 and 2008–2009 contributed to a reduction in airline travel in those years, likely as a result of high unemployment and reduced discretionary income. However, the aviation industry has recovered from prior recessions and passenger traffic has increased. From 1970 through 2016, the total numbers of domestic and international enplaned passengers in the United States increased an average of 3.5% per year.

Figure 13
TOTAL U.S. ENPLANED PASSENGERS



PATCO = Professional Air Traffic Controllers Organization.

Source: Airlines for America (formerly Air Transport Association of America) through 1997; thereafter, U.S. Department of Transportation Bureau of Transportation Statistics.

The Airport has consistently rebounded from external events and periods of weak demand in aviation activity. After the events of September 11, 2001, similar to other airports across the United States, the Airport was affected by significant seat capacity reductions associated with airline bankruptcy reorganizations and sharply rising fuel prices. The global recession in 2008 and 2009 also resulted in declining airline travel demand and reduced traffic. The number of enplaned passengers at the Airport in each year FY 2012 through FY 2017 exceeded the number of enplaned passengers at the Airport during the recession in 2008 and 2009, in part as a result of a strong O&D market and continued growth in numbers of domestic and international passengers.

The major factors that continue to affect the airline industry and that are expected to influence airline service and traffic levels at the Airport during the Forecast Period are discussed below.

Airline Consolidation

The events of September 11, 2001, and the difficult operating conditions caused by high fuel prices and global recession led to a number of airline bankruptcies and mergers over the past decade and a half. Between 2002 and 2011, all of the major U.S. network airlines (US Airways, United Airlines, Northwest Airlines, Delta Air Lines, and American Airlines) filed for Chapter 11 bankruptcy protection to reorganize and lower operating costs.

The U.S. airline industry has been moving toward consolidation, with many high profile mergers and acquisitions. Mergers among the U.S. network airlines have included: Delta Air Lines and Northwest Airlines (October 2008), United Airlines and Continental Airlines (August 2010), and American Airlines and US Airways (December 2013). Other mergers included low-cost airline Frontier Airlines and regional airline Midwest Airlines in April 2010, and Southwest and AirTran in April 2011, and Alaska Airlines and Virgin America (December 2016).

Airline consolidation has also progressed through the creation of global alliances and joint ventures. Airlines worldwide have increasingly sought to increase revenues, share costs, and expand the reach of their networks by developing international partnerships through multilateral alliances or joint ventures. Three major global alliances were created between 1997 and 2000: Star Alliance, SkyTeam, and oneworld. As shown in Table 2 of this Report, these three airline alliances accounted for more than 66.7% of total enplaned passengers at the Airport in FY 2017. In recent years, antitrust immunity has been granted to a number of joint ventures within the global alliances, allowing airlines to more closely coordinate operations, including pricing, and increase cost savings in international markets.

As a result of airline mergers, seat capacity has become more concentrated among fewer airlines. The three largest U.S. network airlines, as measured by numbers of enplaned passengers (American Airlines, Delta Air Lines, and United Airlines), currently have a strong presence at the Airport, as shown in Table 10, and as indicated in FY 2017: American Airlines (19.2%), Delta Air Lines (16.4%), and United Airlines (14.6%). Given the Airport's diverse air service market and strong O&D markets, any future U.S. airline consolidation caused by bankruptcies or mergers is not anticipated to have a detrimental long-term effect on airline service at the Airport.

Airline Capacity Discipline

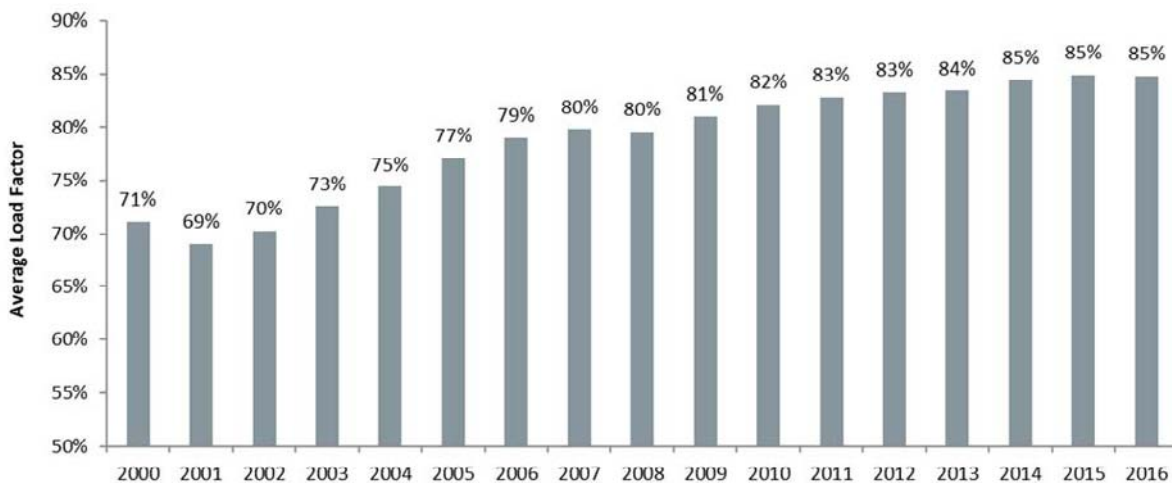
A new focus on capacity discipline among U.S. airlines emerged from the 2008-2009 national economic and financial crises. Nationally, the network airlines and the low-cost airlines have substantially reduced seat capacity, withdrawing service from less profitable and low passenger demand markets. Many regional markets across the United States have lost commercial service as a result. Airline emphasis has shifted from increasing market share to managing supply-and-demand on specific routes. Airlines are expected to maintain capacity discipline in the near

term, emphasizing slower capacity growth and the use of right-sized aircraft to serve their markets.

Seat capacity reductions in the U.S. in 2008 and 2009, as well as the current airlines' emphasis on seat capacity control, have resulted in an all-time high in passenger load factors. Figure 14 shows the continuing upward trend in U.S. domestic airline aircraft load factors since 2000. The average domestic airline aircraft load factor was approximately 71% in 2000. The decline in the average load factor in 2001 occurred as passenger traffic decreased faster than the airlines could adjust to the effects of September 11, 2001, by reducing capacity. Following 2001, load factors rose steadily to approximately 85% in 2016. From FY 2012 through FY 2017, the average domestic load factors at the Airport were slightly higher than the national averages for the same years.

Continued rising load factors reflect reduced capacity and better revenue management by the part of the airlines.

Figure 14
HISTORICAL U.S. DOMESTIC AIRLINE SERVICE AIRCRAFT LOAD FACTORS



Note: Includes scheduled airline service only.

Sources: U.S. Department of Transportation, T100 Onboard Data.

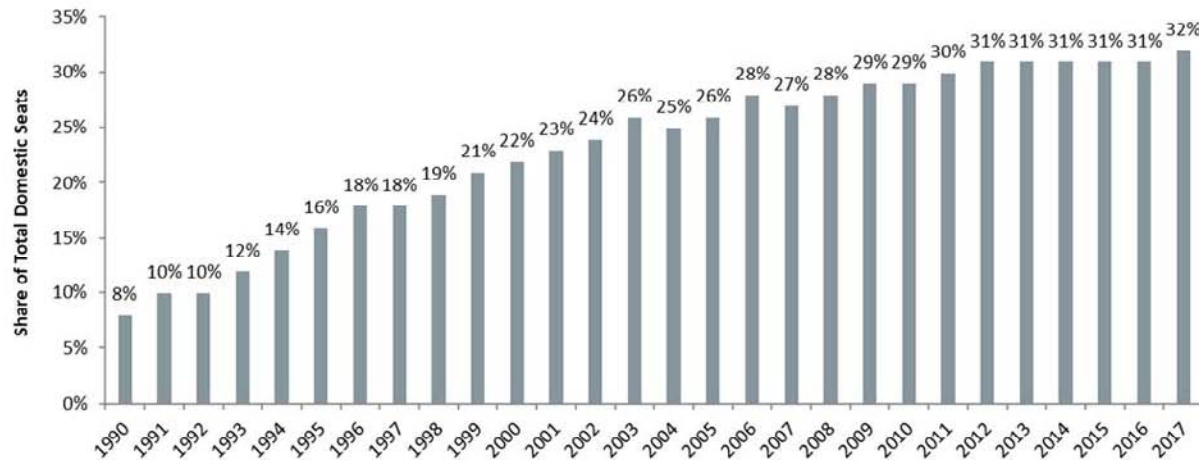
Low Cost Airline Growth

In the early 2000s, the U.S.-flag low cost airlines expanded rapidly and increased their market share of passenger traffic in the U.S. The low cost airlines, including AirTran Airways, Frontier Airlines, JetBlue Airways, and Southwest Airlines popularized the no frills, low cost business model.

As shown on Figure 15, the low-cost airlines provided approximately 8% of U.S. domestic seat capacity in 1990. Through FY 2017, the low-cost airlines accounted for approximately 32% percent of overall U.S. domestic seat capacity. While rising fuel prices and the economic

downturn forced network airlines to reduce domestic seat capacity and focus on more profitable international routes, the low-cost airlines increased their domestic market shares of passengers. Between 2003 and 2009, the low-cost airlines (including AirTran Airways, Allegiant Air, Frontier Airlines, JetBlue Airways, Southwest Airlines, Spirit Airlines, and Virgin America) added approximately 84 billion domestic seat miles to their route systems. In comparison, American (including US Airways), Delta/Northwest, and United experienced a 20% average reduction in mainline domestic seat capacity over the same period, for a combined reduction of 85 billion domestic seat miles.

Figure 15
LOW-COST AIRLINE SHARES OF TOTAL U.S. DOMESTIC AIRLINE AIRCRAFT SEATS



Sources: Official Airline Guides schedules; Innovata.

In recent years, there have been fewer distinctions between the low-cost airlines and the network airlines. The lowering of the network airline cost structures and consolidation of airline networks has allowed the network airlines to compete more effectively with the low-cost airlines. Previously, the rapid growth of the low-cost airlines was supported by the lower unit cost advantage they maintained over the network airlines, as a result of differences in network structure, overhead cost, and crew seniority.

The low-cost airlines have also begun to actively analyze international expansion possibilities. JetBlue Airways has built a strong presence in the Caribbean and Latin America, adding service to 31 markets. With the acquisition of AirTran Airways, Southwest Airlines is now serving AirTran's Caribbean and Mexican routes, becoming positioned for further international expansion.

The market share of enplaned passengers on low-cost airlines at the Airport continues to increase, from approximately 15.7% in FY 2012 to 18.0% in FY 2017 (see Table 11). In FY 2017, the low-cost airlines accounted for approximately 34% of domestic seats and 31% of domestic enplaned passengers at the Airport. In recent years, Southwest Airlines and JetBlue Airways have all continued to expand domestic service at the Airport. It is expected that the low-cost

airlines will continue to increase domestic service at the Airport and also enter international markets in the coming years. Southwest Airlines, for example, initiated nonstop service between the Airport and several Mexican destinations including Cancun, Puerto Vallarta, and San Jose' del Cabo all in December 2016.

Fuel Cost Impacts

The price of aviation fuel is a critical and uncertain factor affecting airline operating economics. Fuel prices are particularly sensitive to worldwide political instability and economic uncertainty. Figure 16 shows the historical fluctuation in fuel prices since 2000. Beginning in 2003, fuel prices rapidly increased as a result of political unrest in Iraq and other oil-producing countries, as well as other factors influencing the demand for and supply of oil. In 2008, a spike in crude oil prices drove up jet fuel prices to an unprecedented high, forcing many airlines to introduce fuel surcharges. Fuel prices fell sharply in the second half of 2008, but rose again in 2011. The price of fuel increased to such high levels that fuel represented the largest operating expense for airlines, accounting for between 30% and 40% of expenses for most airlines in 2011 through 2014.

Since mid-2014, the average price of aviation fuel has decreased more than 50%, reflecting continued growth in U.S. oil production, strong global supply, and weakening outlooks for growth in the global economy and oil demand. Airline industry analysts hold differing views on how oil and aviation fuel prices may change in the near term. Continued low fuel prices could result in dramatic changes in the aviation industry, such as lower airline operating costs potentially resulting in lower passenger ticket prices, which would likely result in increased travel demand. Higher profits and the ability to keep older, less fuel efficient aircraft in service may also contribute to increased aircraft seat capacity at a slightly greater rate than currently experienced. Nevertheless, there is widespread agreement that fuel prices will continue to be volatile and are likely to increase over the long term as global energy demand increases in the face of finite oil supplies. According to the Bureau of Transportation Statistics, the average cost per gallon of jet fuel was \$1.81 in October 2017, as compared to the peak cost per gallon of \$3.82 in 2008.

Figure 16
HISTORICAL AVIATION FUEL PRICES



Sources: U.S. Department of Transportation, Bureau of Transportation Statistics, Airline Fuel Cost and Consumption (U.S. Carriers - Scheduled), January 2000 - October 2017, www.transtats.btv.gov.

Aircraft Trends

Between 2001 and 2007, many airlines transferred a number of less profitable routes to their regional airline partners in order to reduce costs. Trends at the Airport mirrored the national trend, with an increase in the number of regional aircraft operations.

Beginning with the fuel price spike in 2008, airlines began to reduce the number of 50-seat regional jets in their fleets, which aircraft had been widely used as feeder aircraft for the network airlines. Airlines such as Delta Air Lines, United Airlines, and American Airlines are expected to ground or sell hundreds of these small regional jets in the coming years. In the face of volatile fuel prices, airlines continue to move toward the use of larger, more fuel efficient aircraft. Over the next decade, the network airlines will continue to upgrade their fleets with new, fuel-efficient aircraft, potentially reducing the fuel efficiency advantage of the low-cost airlines.

The introduction of aircraft with new technology will likely result in new nonstop service around the world. Aircraft such as the next-generation Boeing 777s, the Boeing 787, and the Airbus A350 incorporate new airframe, engine, and wing designs for significant improvements in aircraft range and fuel efficiency. Entering commercial service in 2011, the Boeing 787 “Dreamliner” was the first commercial service aircraft made of lightweight composite carbon fiber material rather than aluminum, allowing for fuel savings of approximately 20% compared with jets of similar size. Despite delays in production and various initial in-service problems, the Boeing 787 has had incredible success and, according to Boeing, became the fastest-selling

aircraft since its launch. Airlines which currently fly the Boeing 787 out of LAX include Air China, American Airlines, Avianca, British Airways, Ethiopian Airlines, Hainan Airlines, Japan Airlines, LATAM, LOT Polish Airlines, Norwegian, Qantas, United Airlines, Virgin Atlantic, and Xiamen Airlines. Air Canada and KLM are both scheduled to commence service to the Airport with the Boeing 787 aircraft starting in April 2018. The Airbus A350, a long-range twin-engine jetliner made primarily of composite materials, is a rival to the Boeing 787 that entered commercial service in January 2015. At the Airport, Hong Kong Airlines is scheduled to start flying the A350 in January 2018 in addition to Asiana Airlines in May 2018. These new fuel-efficient aircraft are allowing airlines to profitably serve long-haul routes that were previously uneconomical using the Boeing 777, Boeing 747, Airbus A340 and other older long-range aircraft.

Capacity of the Airport

In addition to any future constraints that may be imposed by the capacity of the national air traffic control system, future growth in airline traffic at the Airport will depend on the capacity of the Airport itself. The LAX Specific Plan Amendment study process completed in 2013 identified the use of no more than 153 gates at the Airport through the end of 2015. As of the date of this Report, 141 gates are in use at the Airport. In the Southern California Association of Governments' *Regional Transportation Plan*, the overall practical capacity of the Airport was defined as a range of 78.9 million to 96.6 million annual passengers. The forecasts in this Report are based on the assumption that, during the Forecast Period, neither available airfield nor terminal capacity, nor demand management initiatives will constrain traffic growth at the Airport.

AIRLINE TRAFFIC FORECASTS

Forecasts of enplaned passengers and landed weight at the Airport are discussed in this section. The forecasts are based on analyses of historical trends in airline service and traffic at the Airport, historical and projected socioeconomic growth in the Los Angeles CSA, forecast GDP growth in the United States and other world regions, and expected future trends in airline traffic, as discussed in earlier sections. With Los Angeles continuing to grow as a major economic center, the Airport is expected to maintain its role as a leading O&D passenger airport and international gateway, attracting additional domestic and international airline service and passenger traffic.

It was assumed that the continued development of airline service at the Airport will not be constrained by the availability of aviation fuel, long-term limitations in airline aircraft fleet capacity, limitations in the capacity of the air traffic control system or the Airport, or government policies or actions that restrict growth.

Underlying Assumptions

Forecasts of annual enplaned passengers and landed weight were developed for FY 2018 through FY 2024 using the following data and assumptions:

- The U.S. economy will experience sustained GDP growth averaging between 1.7% and 2.3% per year.²²
- The Los Angeles CSA will continue to be a major destination market for U.S. leisure and business travelers and a top global destination for tourism, meetings, and conventions.
- Competition among the airlines serving the Airport will ensure the continued availability of competitive airfares, with no significant increase in airline concentration.
- The mix of airlines serving the Airport will continue to be diverse and sufficient to accommodate O&D passenger demand at the Airport and in the Los Angeles CSA.
- Average one way air fares charged by airlines at the Airport on major routes will continue to be lower than at competing airports within the Los Angeles CSA.
- The percentage of passengers connecting at the Airport will not change materially.
- Industry trends reflecting increased aircraft load factors and the use of larger aircraft will continue.
- The strong growth in domestic seat capacity at the Airport in recent years will be lower during the Forecast Period.
 - Advanced domestic airline flight schedules show a 1.0% increase in the number of scheduled aircraft seats at the Airport between FY 2017 and FY 2018, driven by a slight increase in seat capacity on low-cost carriers and stable seat capacity on network carriers.
 - From FY 2018 through FY 2020, competitive reactions among the domestic airlines serving the Airport will continue to be more limited than in the recent past, resulting in moderate growth in the numbers of enplaned passengers.
 - From FY 2021 through FY 2024, the number of scheduled domestic aircraft seats and domestic enplaned passengers will increase at a rate similar to the projected rate of growth in the number of enplaned passengers in the nation as a whole²³.
- Higher growth in the numbers of international enplaned passengers (as compared with the rate of growth forecast for domestic enplaned passengers) will continue through FY 2018 as a result of:
 - Continued development of air service by American Airlines from the Airport to Asia, as well as growth in service by foreign-flag airlines also serving Asia including Hong Kong Airlines, Xiamen Airlines, and Sichuan Airlines.

²² Woods & Poole Economics 2017.

²³ The 2017 FAA Aerospace Forecasts show the number of domestic enplaned passengers increasing an average 2.0% per year through FY 2037.

- Continued growth of service to Europe by existing airlines including Norwegian Air Shuttle, British Airways, Virgin Atlantic, Aer Lingus, Austrian Airlines, and WOW.
- Expanded service at the Airport by Volaris and the launch of service by VivaAerobus as result of changes in the U.S.-Mexico bilateral agreement, which will eliminate restrictions on the number of airlines that can fly between Mexico and the United States.

Growth in the number of international enplaned passengers at the Airport will moderate from FY 2019 through FY 2024, and will resemble GDP growth in each world region.

- There will be no major disruption of airline service or passenger travel behavior as a result of airline bankruptcies or liquidations, international hostilities, terrorist acts or threats, or public health crises.
- Aviation fuel prices will remain stable at historically lower levels than the record prices reached in mid-2008.

Enplaned Passengers

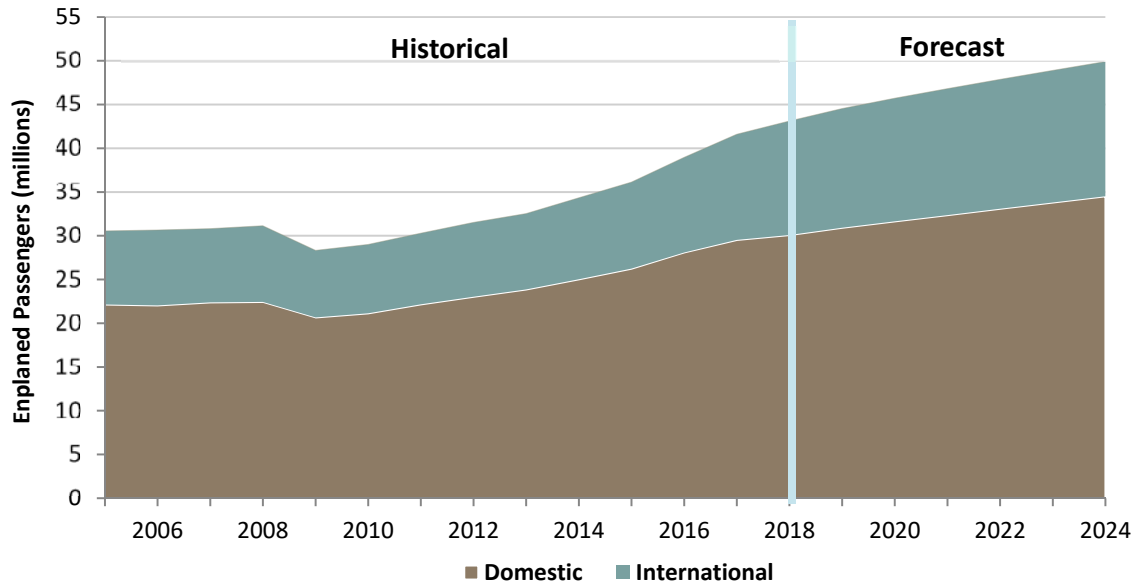
From FY 2017 through FY 2024, the total number of enplaned passengers at the Airport is forecast to increase an average of 2.6% per year, from approximately 41.6 million to approximately 49.9 million, as shown on Figure 17 and in Table 15. The number of domestic enplaned passengers is forecast to increase an average of 2.3% per year, from approximately 29.5 million in FY 2017 to 34.5 million in FY 2024. The number of international enplaned passengers is forecast to increase an average of 3.5% per year, from approximately 12.1 million in FY 2017 to approximately 15.4 million in FY 2024.

In comparison, the FAA forecasts an average increase of 2.4% per year in the number of total enplaned passengers over the same period in its most recent *Terminal Area Forecast* for the Airport (published January 2018).

Landed Weight

From FY 2017 through FY 2024, aircraft landed weight at the Airport is forecast to increase at an average of 2.0% per year, from approximately 62.7 thousand 1,000-pound units to approximately 72.1 thousand 1,000-pound units in FY 2024, as shown in Table 14. The forecast rate of growth in landed weight is lower than the forecast rate of growth in numbers of enplaned passengers, reflecting an assumed gradual increase in the enplaned passenger load factors and average aircraft size, in terms of seats, in use at the Airport.

Figure 17
HISTORICAL AND FORECAST ENPLANED PASSENGERS
Los Angeles International Airport



Note: For Fiscal Years ending June 30.

Sources: Historical, Department records; Forecasts, ICF International.

Table 15
AIRLINE TRAFFIC FORECASTS
Los Angeles International Airport

	Historical		Forecast							Average annual growth FY 2017-FY 2024
	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	
ENPLANED PASSENGERS										
Domestic										
Network airlines and regional affiliates	19,872,105	20,468,868	20,782,337	21,239,548	21,677,100	22,113,734	22,547,013	22,973,747	23,400,838	1.9%
Low cost airlines	8,198,056	9,041,966	9,292,038	9,665,477	9,955,441	10,244,149	10,530,985	10,815,321	11,096,520	3.0%
Subtotal domestic	28,070,161	29,510,834	30,074,375	30,905,025	31,632,541	32,357,882	33,077,998	33,789,068	34,497,358	2.3%
International										
Asia	3,151,705	3,439,729	3,791,145	4,098,608	4,344,676	4,514,004	4,669,573	4,810,602	4,935,795	5.3%
Latin America/Caribbean	2,753,821	3,196,972	3,465,244	3,603,854	3,676,818	3,744,871	3,805,407	3,858,494	3,906,463	2.9%
Europe	2,024,792	2,308,089	2,585,813	2,653,037	2,707,429	2,756,465	2,805,569	2,854,145	2,902,136	3.3%
South Pacific	1,430,712	1,367,845	1,393,292	1,413,500	1,433,123	1,452,725	1,471,915	1,490,990	1,509,940	1.4%
Canada	1,116,637	1,187,405	1,288,753	1,311,149	1,332,728	1,354,090	1,375,502	1,396,634	1,417,462	2.6%
Middle East/Africa	410,741	591,249	513,966	549,552	585,759	624,351	661,860	697,842	730,867	3.1%
Subtotal international	10,888,408	12,091,290	13,038,213	13,629,699	14,080,532	14,446,505	14,789,827	15,108,708	15,402,663	3.5%
Total enplaned passengers	38,958,569	41,602,124	43,112,588	44,534,724	45,713,074	46,804,387	47,867,824	48,897,776	49,900,021	2.6%
Annual percent increase		6.8%	3.6%	3.3%	2.6%	2.4%	2.3%	2.2%	2.0%	
LANDED WEIGHT (1,000-POUND UNITS)										
Passenger airlines										
Domestic										
Network airlines and regional affiliates	27,608	28,265	28,489	29,002	29,489	29,972	30,446	30,908	31,367	1.5%
Low cost airlines	9,457	10,392	10,606	10,956	11,207	11,453	11,693	11,927	12,154	2.3%
International	15,453	16,953	18,174	18,889	19,401	19,791	20,145	20,462	20,741	3.1%
Total passenger airlines	52,518	55,610	57,269	58,847	60,097	61,215	62,284	63,296	64,262	2.1%
All-cargo airlines	6,699	7,142	7,269	7,369	7,470	7,574	7,678	7,781	7,883	1.4%
Total landed weight	59,217	62,752	64,538	66,216	67,567	68,789	69,962	71,077	72,145	2.0%
Annual percent increase		6.0%	2.8%	2.6%	2.0%	1.8%	1.7%	1.6%	1.5%	

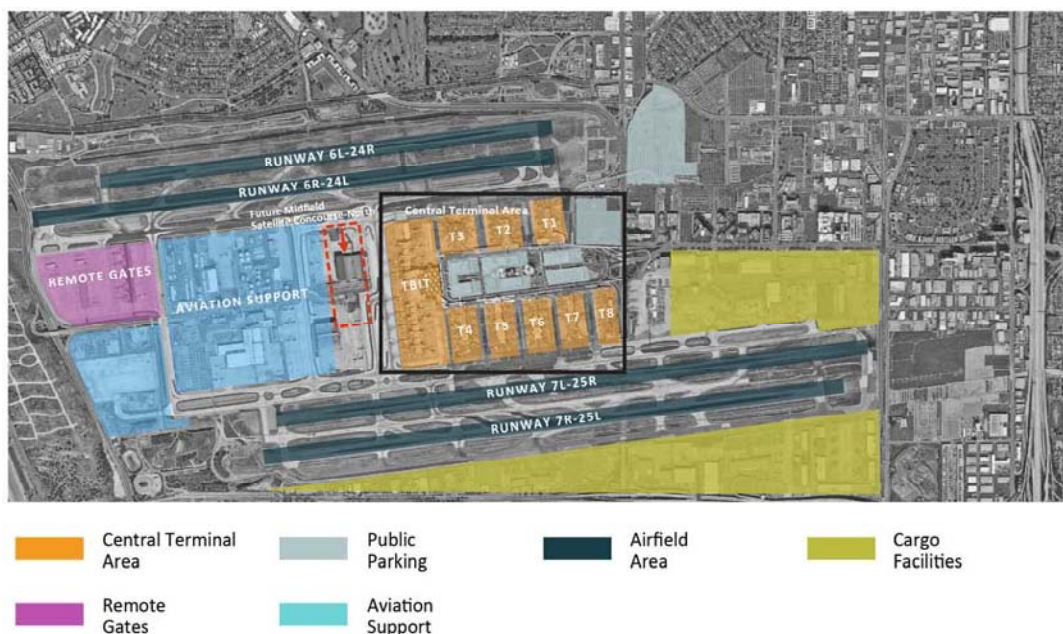
Notes: For Fiscal Years ending June 30. Columns may not add to totals shown because of rounding.
Sources: Historical, Department records. Forecast, ICF, January 2018.

AIRPORT FACILITIES AND CAPITAL PROGRAM

AIRPORT FACILITIES

The Airport occupies approximately 3,670 acres of land and is located approximately 15 road miles from downtown Los Angeles. The primary Airport facilities, as shown on Figure 18, include: nine passenger terminal buildings (collectively, the CTA), public parking facilities, the Airfield Area, the aviation support area, remote gates, and cargo facilities.

Figure 18
PRIMARY FACILITIES
Los Angeles International Airport



The CTA is accessed via upper- and lower-level roadways. As shown in Table 16, eight of the nine terminal buildings primarily accommodate domestic airline service while the TBIT primarily accommodates international airline service.

West of the aviation support area are 18 remote gates used by airlines when no gates are available in the CTA. Passengers are bused between the remote gates and certain terminal buildings.

Table 16
AIRPORT TERMINAL BUILDINGS AND GATES
Los Angeles International Airport

Terminal building	Primary airlines	Primarily domestic or international service	Number of gates	Gross building square footage
1	Southwest Airlines	Domestic	13	411,000
2	Delta and Foreign-flag airlines	Domestic (a)	10	493,000
3	Delta Air Lines	Domestic	12	323,000
4	American Airlines	Domestic (a)	13	591,000
5	Multiple U.S.-flag airlines (b)	Domestic (a)	13	542,000
6	Alaska Airlines and Virgin America	Domestic (a)	13	439,000
7	United Airlines	Domestic (a)	11	556,000
8	United Airlines	Domestic	9	146,000
TBIT	Foreign-flag airlines	International	19	2,578,000
	Central Terminal Area		113	6,079,000
	West remote gates		18	
	Commuter gate positions		10	
	Total Airport gates		141	

Note: All information as of December 2017.

(a) Primarily domestic with some international flights.

(b) American Airlines, Spirit Airlines, JetBlue Airways, Hawaiian Airlines, Frontier Airlines, Allegiant Air, Sun Country Airlines

Source: Department records.

Public parking facilities at the Airport include close-in and remote parking, as listed on Table 17:

Table 17
PUBLIC PARKING FACILITIES
Los Angeles International Airport

Public parking facility	Spaces
Close-in parking	
Central Terminal Area garages	8,749
Park One surface lot	2,700
Subtotal	11,449
Remote parking	
Lot C surface lot (a)	1,693
Skyview Center surface lot	2,300
Cell phone waiting surface lot	22
Subtotal	4,015
Airport total	15,464

(a) Reflects a reduction of 3,535 spaces taken out of service between 2017 and 2018 as certain areas of Lot C are used for employee parking and construction for various projects at the Airport. The Department expects that the number of in-service Lot C spaces will increase from 1,693 to 5,230 in FY 2024 as various Airport construction projects are completed.
Source: Department records.

As shown on Figure 18 and in Table 18, the Airport has four east-west parallel runways, configured in two pairs. Runways 6L-24R and 6R-24L are located north of the CTA and Runways 7L-25R and 7R-25L are located south of the CTA. Each of the four runways is equipped with an instrument landing system for arrivals. The current runway system can accommodate the arrivals and departures of all commercial aircraft currently in service, including the Airbus A380.

Table 18
LOS ANGELES INTERNATIONAL AIRPORT RUNWAYS

Airfield	Location	Runway length (feet)	Runway width (feet)
Runway 6L-24R	North of the CTA	8,926	150
Runway 6R-24L	North of the CTA	10,285	150
Runway 7L-25R	South of the CTA	12,091	150
Runway 7R-25L	South of the CTA	11,095	200

Source: Department records.

Cargo facilities are located in two primary areas at the Airport: east of the CTA and south of Runway 7R-24L. These facilities provide more than 2 million square feet of storage and cargo handling space for the all-cargo airlines and for the passenger airlines that provide belly cargo services. Directly west of the CTA is the aviation support area consisting of miscellaneous

aircraft maintenance facilities, Department buildings, and Federal Aviation Administration (FAA) facilities.

CAPITAL PROGRAM

Department management periodically develops and updates its Capital Program for the redevelopment, improvement, and expansion of Airport facilities. The Capital Program is developed based on anticipated facility needs, current and forecast airline traffic, available funding sources, project priorities, and other relevant information that is available to the Department when the Capital Program is developed.

Exhibit A (presented at the end of this Report, along with all financial exhibits) presents all anticipated funding sources for the approximate \$9.6 billion Capital Program, including approximately \$400.0 million from the net proceeds of the proposed Series 2018A Subordinate Bonds. Approximately \$4.4 billion of Capital Program costs are expected to be funded with the net proceeds from the sale of Future Bonds. The Capital Program is expected to be completed by the end of FY 2024.

The costs of the Capital Program projects presented on Exhibit A and described below are expected to be allocated to the applicable direct Airport cost centers, such as the North Terminal Improvement Program allocated to the Terminals cost center. As described below, the APM system project is considered to be an “Access” indirect cost center project under the Rate Agreements, the annual capital and operating cost of which is to be allocated to the direct Airport cost centers Terminals, Airfield, Apron, Aviation, and Commercial, based on Airport site acreage.

As noted below, certain projects are expected to be undertaken and initially funded by the airlines, and the completed facilities would then be acquired by the Department and the airlines would be reimbursed. All other Capital Program project costs are to be funded by the Department.

Terminals

- **Midfield Satellite Concourse and Apron – North Project:** This project consists of the development of a new 12-gate, 800,000-square-foot concourse west of the Tom Bradley International Terminal (TBIT)/Bradley West terminal complex that would serve domestic and international airline operations, and associated apron improvements. This project is estimated to cost \$1.7 billion (\$1.5 billion for terminal improvements, including \$250.0 million to be funded from the proposed Series 2018A Subordinate Bond proceeds, and \$0.2 billion for the apron improvements). This project is expected to be completed by FY 2020. For the purposes of forecast airline rates and charges, the apron improvements have been included in the Airfield and Apron cost center.
- **North Terminal Improvement Program:** This project includes the complete renovation of Terminal 3, renovations to Terminal 2, a secure connector to the north side of TBIT, and infrastructure improvements supporting the planned APM system. Delta Air Lines is providing construction funding and undertaking these improvements, which are to be

purchased by the Department in phases when the portions of the project are complete and have been included in the annual calculation of the Terminal Buildings charge. This project is estimated to cost \$1.8 billion, with approximately \$150.0 million of the cost funded with the net proceeds from the sale of the proposed Series 2018A Subordinate Bonds and is expected to be completed by FY 2022.

- **Terminal 1 Improvement Project:** This project consists of the phased reconstruction of substantially all of Terminal 1, including the development of a new centralized 12-lane passenger security screening checkpoint, a new checked baggage inspection system, and redeveloped public areas, holdrooms and gate areas, airline operations space, and adjacent apron areas. Southwest Airlines is providing construction funding and undertaking these improvements, which are to be purchased by the Department in phases when portions of the project are complete and have been included in the annual calculation of the Terminal Buildings Charge. This project is estimated to cost \$513.8 million and is expected to be completed by FY 2019.
- **Terminals 6/7/8 Improvement Project:** This project consists of the phased redevelopment of portions of these terminals, including a new checked baggage screening system, a new baggage sortation system, renovated baggage claim areas, renovated passenger security screening checkpoints, airline office areas, the replacement of passenger boarding bridges, and the construction of a new club room for use by United Airlines premium passengers. United Airlines is providing construction funding and undertaking these improvements, which are to be purchased by the Department in phases when portions of the project are complete and have been included in the annual calculation of the Terminal Buildings Charge. This project is estimated to cost \$544.9 million and is expected to be completed by FY 2019.
- **Terminal 1.5:** This project consists of the development of a new terminal building between Terminal 1 and Terminal 2 that will link the two terminals directly and will result in a single unified facility. The Department is funding and undertaking these improvements. This project is estimated to cost \$512.5 million and is expected to be completed by FY 2021.
- **Terminal 2 Improvement Project:** This project consists of the phased redevelopment of portions of Terminal 2, including the ticketing lobby, baggage claim areas, baggage screening, concourse areas, and building systems. The Department is funding and undertaking these improvements. This project is estimated to cost \$194.0 million and is expected to be completed by FY 2018.
- **Baggage System Enhancements:** This project includes construction of outbound baggage systems supporting the combined operations of both the TBIT and the Midfield Satellite Concourse (Phase 1). The project includes construction of baggage conveyance systems, explosives trace detection workstations, an on-screen resolution control room, and installation/integration of TSA-provided explosive detection system machines. This project is currently estimated to cost \$260.0 million and is expected to be completed by FY 2020.

- **Acquisition of Terminal 4 Improvements:** This project consists of the acquisition by the Department of the Terminal 4 improvements undertaken by American Airlines. This project is estimated to cost \$190.0 million and the improvements are expected to be acquired by December 2018.
- **TBIT Core & APM Interface:** This project will provide vertical circulation elements in TBIT to accommodate passenger circulation and connections to the APM system. While associated with the APM System, this project will be allocated to the Airport's Terminal cost center. This project is estimated to cost \$251.1 million and is expected to be completed by FY 2022.
- **T5 Core & APM Interface:** This project will provide vertical circulation elements in Terminal 5 to accommodate passenger circulation and connections to the APM system. While associated with the APM System, this project will be allocated to the Airport's Terminal cost center. This project is estimated to cost \$204.9 million and is expected to be completed by FY 2023.
- **Other Terminal Projects:** This project consists of electrical upgrades, gate and holdroom renovations, fire/life safety improvements, CTA departure and arrival level security bollards, TBIT automated security lanes, and other miscellaneous terminal improvements. These projects are estimated to cost \$116.4 million and are expected to be completed by FY 2023.

Airfield and Apron

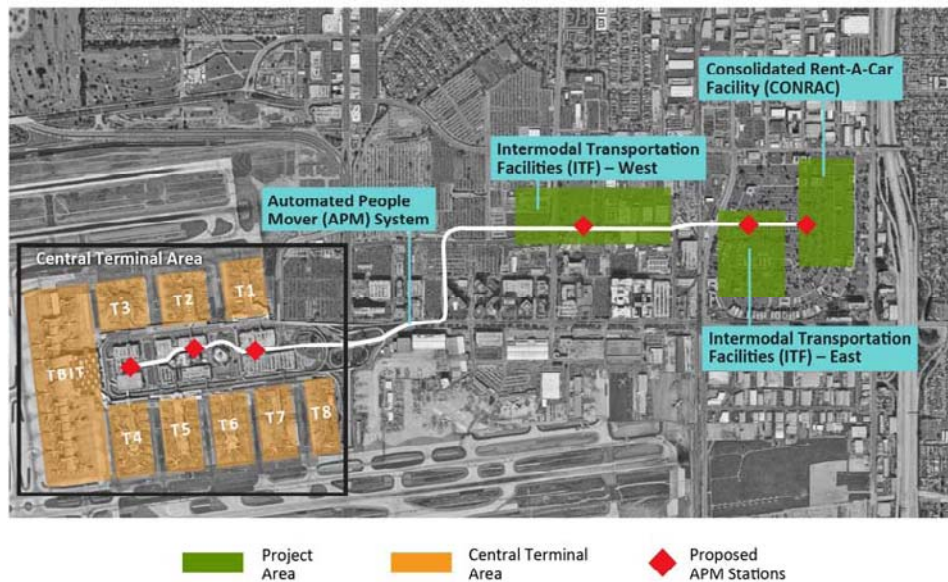
- **Runway Safety Area (RSA) Improvements:** This project consists of improvements to the west end of Runway 7L-25R to bring the RSA into compliance with FAA standards and to extend the runway by 800 feet. This project is estimated to cost \$163.2 million and is expected to be completed by FY 2018.
- **North Airfield Taxiways:** This project includes the design and construction of new exit taxiways for Runway 6L-24R. This project is estimated to cost \$130.0 million and is expected to be completed by FY 2023.
- **Taxiway C14 Construction:** This project includes the construction of a new 3,600 foot long by 82 foot wide north-south crossfield taxiway that will provide unimpeded access between the north and south airfields. This project is estimated to cost \$95.6 million and is expected to be completed by FY 2021.
- **Runway 7L-25R and Taxiway C Extension:** This project includes the extension of Runway 7L-25R and Taxiway C. The project is estimated to cost \$56.2 million and is expected to be completed by FY 2019.
- **Other Airfield and Apron Projects:** This project consists of storm water improvements, pavement rehabilitation, a new fire drill training facility, and temporary Runway 25L-7R repairs. These improvements are estimated to cost \$97.0 million and are expected to be completed during the Forecast Period.

Access (Indirect Cost Center)

As reflected on Exhibit A, Access cost center projects include the APM system project, along with two other projects (the combined estimated cost of the two other projects is \$660.7 million). The Rate Agreement defines the types of projects that are considered to be Access projects as well as the basis for allocating related capital and operating costs to direct Airport cost centers, including, but not limited to, the Terminals, Airfield, and Apron areas.

APM System Project Description. The APM system would provide fast, convenient, and reliable access to the CTA 24 hours a day for passengers, employees, rental car customers, and other users of the Airport. The APM system, as depicted on Figure 19, is expected to be built above grade and would transport passengers between the CTA and other Airport facilities, including, potentially, a new ConRAC, a light rail station, new public parking facilities, and multiple locations for passenger pick up and drop off. The APM system project cost includes three APM stations within the CTA: (1) a West Station located between Terminals 3 and 4, east of the TBIT, (2) a North Center Station located between Terminals 2 and 6, north of the existing Airport Traffic Control Tower and Center Way, and (3) an East Station located between Terminals 1 and 7.

Figure 19
APM SYSTEM AND OTHER PROJECTS
Los Angeles International Airport



The APM system project also includes two proposed stations outside of the CTA: (1) at the multi-modal/transit facility (ITF – East) located at 96th Street/Aviation Boulevard planned by the Los Angeles County Metropolitan Transportation Authority (Metro) and (2) the ITF-West. The Metro project at 96th Street/Aviation Boulevard is expected to be a separate and independent project (to be completed by Metro) to provide the opportunity for Airport passengers to access the Metro regional rail system. The APM system station at the ConRAC (not reflected in Figure

19) is not included in the APM system project cost, and is part of the ConRAC project, which, as discussed in this Report, is considered to be part of the “Other Projects.”

Project Delivery Method and Funding. Unlike other projects in the Capital Program, the APM system project would be designed, built, financed, operated, and maintained under a long-term contract between the selected APM Developer and the Department, which will begin when the Department and the APM Developer reaches commercial close. In January 2018, the Department received three responses to a competitive solicitation to select the APM Developer. The Department has issued its notice of intent to award a contract to the lowest ultimate cost proposer, and expects to enter into the contract during the second quarter of 2018.

The total amount of APM system project design and construction costs that the Department expects to fund is included on Exhibit A. Through a series of milestone payments to the APM Developer during construction of the APM system and just after APM DBO, plus certain other APM system costs paid by the Department, the Department is currently expected to fund approximately \$1.6 billion of the estimated APM system project costs from Department Funds and the net proceeds from the sale of Future Bonds (see Exhibit B).

Department Financial Obligations. The Department will make APM APs to the APM Developer starting after APM DBO through the last year of the APM Contract. The annual APM AP is intended to compensate the APM Developer for expenses associated with operating the APM System (APM O&M AP), and capital costs to design, build, finance, and maintain the APM System (APM Capital AP). Total APM O&M AP and APM Capital AP in FY 2024, the first full year after APM DBO and the last year of the Forecast Period presented in this Report are estimated to be equal to \$97.0 million. The \$97.0 million does not include debt service on any Future Bonds the Department is expected to issue to fund its portion of APM system project costs, which debt service is presented on Exhibit E. As of the date of this Report, the Department currently expects that APM O&M APs would be treated as LAX M&O Expenses under the Senior Indenture. As agreed to with the Department for purposes of the financial forecasts presented in this Report the APM Capital APs were assumed to be Subordinate Obligations²⁴ under the Subordinate Indenture.

Allocation of APM System Costs to Airport Cost Centers. As stated earlier, the Department currently expects that the APM system project would be considered an Access cost center project under the Rate Agreement.

Pursuant to the Rate Agreement, the percentage of site acreage by Airport cost center would be used to allocate annual APM system operating expenses and capital costs to direct Airport cost centers. Annual APM System Capital Costs include: (1) APM Capital APs, (2) debt service on Future Bonds issued by the Department to fund the Department’s portion of estimated APM system project costs, and (3) the amortization of Department Funds (if any) used to fund the Department’s portion of estimated APM system project costs.

²⁴ There is no assurance that the APM Capital APs would be Subordinate Obligations. The Department may decide to treat the APM Capital APs as unsecured obligations of the Department, as Senior Obligations, or as third lien obligations.

For the financial forecasts presented in this Report, the percentage of budgeted FY 2018 site acreage by Airport cost center was used as a basis for allocating APM O&M AP and APM Capital APs to the Terminals, Airfield, and Apron, rather than to estimate the site acreage by Airport cost center in FY 2024 when all of the projects in the Capital Program are estimated to be completed.

In addition, the ultimate configuration of the ConRAC, if built by the Department, would likely result in additional changes to the amount of site acreage by Airport cost center and the amount of annual APM system operating expenses and APM System Capital Costs allocated to each cost center.

Regardless of likely changes in the amount of site acreage by Airport cost center in the future, the Department's current expectation is that:

- Following completion of the APM System project, the percentage of APM system operating expenses and APM System Capital Costs allocable to airline cost centers (Terminals, Airfield, Apron) would likely be higher than the 57.3% assumed in this Report.
- After adjusting site acreage in the future to include the ConRAC, if built by the Department, the Department would have sufficient revenues from various sources (as discussed in the following sections of this Report) to pay the amount of annual APM system operating expenses and APM System Capital Costs allocable to the ConRAC in the Commercial cost center.

Use of PFC Revenues to Pay APM System Capital Costs. The Department currently expects to seek approval from the FAA to impose a \$4.50 PFC and use some of the revenues from the PFC to pay a portion of PFC-eligible annual APM System Capital Costs. According to the Department, that portion of annual APM System Capital Costs to be paid from future PFC revenues is currently expected to be split as follows: 50% to the Terminals cost center, and 50% to the Commercial cost center.

There is no assurance that the Department will seek approval from the FAA to use PFC revenues to pay annual APM System Capital Costs, or if the FAA would approve the Department's request for such use. For purposes of this Report, it was assumed that the Department would seek approval from the FAA to use PFC revenues as described above and that the FAA would approve such request prior to the APM DBO.

Sources of Revenue to Pay APM System Operating Expenses and Capital Costs. Annual APM system operating expenses and APM System Capital Costs allocated to the Terminals, Airfield, and Apron have been included in the forecast of airline rates and charges discussed later in this Report; the costs allocated to the remaining Airport cost centers are expected by the Department to be paid from non-airline sources of revenue, including, but not limited to, public parking revenues, and certain rental car and CFC revenues.

The forecast of CFC revenues from on-Airport rental car companies was based on the following assumptions:

- Transactions per O&D passenger would decrease from FY 2019 through FY 2020 due to the continued competitive effects from Transportation Network Companies (TNCs) like Uber and Lyft.
- From FY 2021 through FY 2023, rental car transactions per O&D passenger would remain flat.
- Starting in FY 2023 when APM DBO is reached, rental car transactions per O&D passenger would increase at a moderate rate of growth, but not at the rates of growth experienced by the on-Airport rental car companies prior to the introduction of TNC service at the Airport.
- The number of transaction days per transaction that is charged the CFC (up to the 5-day maximum) would not change during the Forecast Period.
- The CFC rate would increase from \$7.50 to \$9.00 per transaction day (up to the 5-day maximum) at ConRAC DBO

According to the Department, annual APM system operating expenses and APM System Capital Costs allocated to the Commercial cost center, including the new ConRAC, if built by the Department, are currently expected be paid from a combination of the following sources of revenue:

- Net remaining CFC revenues, which is equal to total annual CFC revenues less the payment of all capital costs associated with the new ConRAC. As discussed later in this Report, ConRAC capital costs include (1) debt service on Special Facility Bonds (SFBs) the Department may issue in the future to pay a portion of new ConRAC project costs and (2) annual availability payments for costs other than ConRAC operating expenses that would be made by the Department to the ConRAC Developer, if a ConRAC Developer is selected by the Department to design, build, finance, operate, and maintain the ConRAC.
- Annual rental car common transportation system (CTS) contributions under a new concession and lease agreement (CLA) between the Department and the existing on-Airport rental car companies.
- Non-airline revenues, such as public parking revenues.

The new CLA is expected to be executed by the Department and all of the existing on-Airport rental car companies by the first half of calendar year 2018 and is based on the terms and conditions of a Memorandum of Understanding (MOU) that was executed in late 2016 and early 2017 by the Department and all of the existing on-Airport rental car companies to support the construction of a new ConRAC at the Airport. The MOU included a provision whereby the on-Airport rental car companies occupying the new ConRAC would make annual CTS contributions for that portion of annual APM system operating costs and APM System Capital Costs that would be attributable to rental car customers.

Certain other projects included under the Access cost center heading on Exhibit A are described below:

- **LAMP Enabling Project:** This project includes a range of utility and infrastructure improvements to ensure that the APM system can be delivered on schedule. The project is estimated to cost \$472.5 million and is expected to be completed by FY 2020.
- **LAMP – Right of Way Acquisitions & Relocations:** This project includes the acquisition and relocation of certain properties to allow for the construction of the APM System and Other Projects (discussed below). The project is estimated to cost \$188.2 million and is expected to be completed by FY 2019.

Remaining Projects

- **Noise Mitigation and Soundproofing:** This project consists of the soundproofing of residences located near the Airport that are significantly affected by aircraft noise. Also, the Department is currently implementing a voluntary program of acquisition of residences located in the Manchester Square and Belford areas that are affected by aircraft noise. This project is estimated to cost \$303.2 million and is expected to be completed during the Forecast Period.
- **Other:** These projects include a range of infrastructure, utility, information technology, and other projects estimated to cost \$204.4 million and are expected to be completed during the Forecast Period.

FUNDING THE AIRPORT CAPITAL PROGRAM

The Department expects to pay the estimated costs of the Capital Program using the funding sources shown in Exhibit A, as discussed below. To the extent that the Department does not receive the funding shown in Exhibit A, the Department would (1) defer projects or reduce project scopes, as appropriate, (2) issue additional Airport revenue bonds, or (3) use additional Department funds.

Federal Grants

The Department receives FAA grants-in-aid under the federal Airport Improvement Program (AIP) for up to 75% of the costs of eligible projects. Certain of these grants are received as entitlement grants, the annual amounts of which are calculated on the basis of the number of enplaned passengers and the total landed weight of all-cargo aircraft at the Airport. Other grants are received as discretionary grants, awarded on the basis of the FAA's determination of the priorities of projects at the Airport and at other airports nationwide.

In addition to AIP grants, the Department expects to receive funding from the Transportation Security Administration (TSA) for checked baggage inspection system improvements at various terminals. As shown in Exhibit A, the Department expects to receive approximately \$97.1 million in TSA funds and \$114.7 million in FAA grants for projects in the Capital Program.

Passenger Facility Charge Revenues

As shown in Exhibit A, the Department expects to use approximately \$261.5 million of PFC revenues on a pay-as-you-go basis for projects in the Capital Program.

The Department also expects to use PFC revenues in each Fiscal Year of the Forecast Period to pay a portion of the debt service on certain outstanding Bonds that were issued to finance all or a portion of the costs of PFC-eligible projects. As described in more detail in the “Financial Performance” section of this Report (under “Debt Service”), PFC revenues are not included in the definition of Pledged Revenues under the Senior Indenture. For purposes of meeting the Rate Covenants, the portion of principal and interest on Senior Bonds or Subordinate Obligations paid with PFC revenues are excluded from the calculation of Senior Bond Aggregate Annual Debt Service and Subordinate Obligations Aggregate Annual Debt Service.

To date, the FAA has authorized the Department to collect \$3.1 billion in PFC revenues at the Airport at the \$4.50 PFC level for approved projects. As previously discussed, the Department expects to seek FAA approval for additional PFC authorization in order to pay a portion of PFC-eligible annual APM System Capital Costs. As of December 31, 2017 the Department had collected a total of \$2.6 billion in PFC revenues (including interest income) and expended approximately \$2.2 billion on FAA-approved PFC-eligible projects.

The overall Capital Program funding plan, forecast airline revenues, and other key financial results reflected in this Report are based on the assumption that the current \$4.50 PFC level at the Airport will remain in effect throughout the Forecast Period and that the Department will submit and receive approval for future PFC applications for eligible costs of certain projects in the Capital Program.

Department Funds

As reflected in Exhibit A, the Department expects to use approximately \$2.9 billion of Department funds to pay Capital Program project costs.

The Department generates cash each year from the operation of the Airport, after all obligations under the Senior Indenture and the Subordinate Indenture have been met. Department funds reflected in Exhibit A also include Terminal Renewal and Improvement Fund (TRIF) amounts estimated to be used for future terminal projects (generated pursuant to the Rate Agreements described in the “Financial Performance” section of this Report—under “Airline Revenues”). Amounts in the TRIF can only be used to fund terminal or terminal-related projects. All other Department funds can be used for any lawful purpose.

The estimated use of Department funds reflected in Exhibit A is based on an internal Department policy that unrestricted cash plus the balance in the Maintenance and Operation Reserve Fund must be greater than or equal to annual LAX Maintenance and Operation Expenses.

Other Funds and Prior Bond Proceeds

As presented in Exhibit A, approximately \$138.6 million of airline tenant funding and other funding is expected to be used to fund Capital Program project costs.

Also as presented on Exhibit A, approximately \$1.3 billion in prior revenue bond proceeds are expected to fund a portion of the Capital Program.

Airport Revenue Bonds

Series 2018A Subordinate Bond Proceeds. As reflected in Exhibit A, approximately \$400.0 million of the proposed Series 2018A Subordinate Bond proceeds are expected to be used to fund certain Capital Program project costs.

The proposed Series 2018A Subordinate Bonds are to be issued at a fixed interest rate. Exhibit B presents the estimated sources and uses of proposed Series 2018A Subordinate Bond proceeds, as provided by the Department's co-financial advisor Public Resources Advisory Group. In addition to funding a portion of the costs of the Capital Program, the net proceeds from the sale of the proposed Series 2018A Subordinate Bonds would also be used to (1) make a deposit to the Subordinate Debt Service Reserve Fund, (2) pay capitalized interest on the proposed Series 2018A Subordinate Bonds, and (3) pay the costs of issuance, including underwriters' discount and financing, legal, and other costs for issuance of the proposed Series 2018A Subordinate Bonds.

Future Bond Proceeds. As reflected in Exhibit A, approximately \$2.7 billion of future Senior Bond proceeds and approximately \$1.7 billion of future Subordinate Obligation proceeds (for a total of approximately \$4.4 billion) are expected to be used to fund a portion of Capital Program project costs.

Exhibit B presents the estimated sources and uses of funds for Future Bonds, as provided by the Department's co-financial advisor Public Resources Advisory Group—based on the assumption that Future Bonds issued to fund projects in the airfield or apron as well as the LAMP Enabling Projects, the Right of Way/Acquisition Projects, and the Department's share of APM system project costs will be Subordinate Obligations, and that Future Bonds issued for all other projects in the Capital Program will be Senior Bonds. The Department may use any combination of Senior Bonds and Subordinate Obligations to fund these or other projects in the Capital Program.

The net proceeds of Future Bonds are assumed to be used to (1) pay certain Capital Program costs, (2) pay capitalized interest, (3) make deposits to the Senior Debt or Subordinate Debt Service Reserve Funds, and/or (4) pay the issuance costs of Future Bonds.

PROJECTS NOT INCLUDED IN THE CAPITAL PROGRAM

The Department is considering future projects at the Airport that are not included in the financial forecasts presented in this Report (referred to as Other Projects) and may incur costs related to the Other Projects during the Forecast Period. While these projects have proceeded through various stages of definition, each project remains subject to certain changes that may be identified in the preliminary design process. Funding sources for the Other Projects are currently being developed and will likely change as agreements to implement the Other Projects are finalized. A number of different approvals, including Board approval, are required prior to proceeding with the Other Projects. Other Project scopes, costs and funding plans remain subject to substantial revision.

The APM system project was previously characterized as an “Other Project” in the Letter Report of the Airport Consultant on the Proposed Issuance of Los Angeles International Airport Subordinate Revenue Bonds, 2017 Series A (AMT) and 2017 Series B (Non-AMT). The APM system project is now at a stage of development where many of the uncertainties described immediately above no longer exist. Other Projects that reach similar levels of certainty will, if the Department decides to proceed with the project, transition from being categorized as an “Other Project” to being part of the Capital Program.

Other Projects currently include the following:

Consolidated Rental Car Facility (ConRAC). The proposed ConRAC would be located east of the CTA and, subject to obtaining required environmental approvals as well as Board and Los Angeles City Council award of agreements to construct the ConRAC, is expected to open in 2023. The Department’s initial estimate of ConRAC project costs was between \$1.0 billion and \$1.1 billion (in future dollars), but will likely be different based on improved information related to construction cost inflation, the project scope, project phasing and/or the assumed method of project delivery. The ConRAC may include a customer service building, an APM station, a ready/return area, a vehicle storage area, quick-turnaround facilities, and an area for rental car customers to access and exit the APM system.

On February 27, 2017, six firms submitted Statements of Qualifications to the Department in response to a Request for Qualifications for developers to design, build, finance, operate, and maintain the new ConRAC (ConRAC Developer) under a long-term contract between the selected ConRAC Developer and the Department. As of December 2017, two of the six firms that submitted Statements of Qualifications to the Department have withdrawn and four remain.

As discussed in the “Rental Car Revenues” section of this Report, 12 rental car companies currently serve the Airport under concession agreements. The Department currently expects that all 12 of the existing on-Airport rental car companies will execute the new CLA and occupy the ConRAC when it is ready and available for its intended use.

Intermodal Transportation Facilities. Two ITFs are currently proposed on the APM route where users would access and exit the APM system. The ITFs would have (1) pick-up and drop-off locations for private and commercial vehicles that currently access the terminals using the CTA roadways and (2) parking facilities for passengers and employees. The APM stations at the ITFs are included in the estimated APM project cost (as discussed above in the Access section).

The Department's initial estimate of ITF project costs was between \$700.0 million and \$900.0 million (in future dollars), but will likely be different based on improved information related to construction cost inflation, project scope, project phasing or assumed method of project delivery. As discussed later in this section, a portion of those costs may be paid by private developers (or reimbursed by the Department to the private developers) and may be phased in over several years following completion of the APM system. Other approvals as well as Board award of agreements are required for the two ITFs prior to initiating construction.

Other Related Projects. Various roadway and access improvements (separate from the LAMP Enabling and Right of Way/Acquisition Projects discussed above in the Access section) may be required to support the projects listed above. The Department's initial estimate of these other related project costs was between \$300.0 million and \$400.0 million (in future dollars), but will likely be different based on improved information related to construction cost inflation, project scope, project phasing or assumed method of project delivery. Subject to obtaining Board award of agreements to implement these improvements, these projects would be completed in phases as the ConRAC, APM, and ITFs become operational.

Potential Funding Sources and Commercial Arrangements for Other Projects

The following sections describe certain key elements of the preliminary funding plan that has not been finalized as of the date of this Report, but are important in understanding the potential for change in the future financial results of the Airport from financing, building, completing, and operating the Other Projects.

It was assumed that:

- The Other Projects will be ready and available by their respective estimated scheduled completion dates.
- The net proceeds of future SFBs plus capital from the ConRAC Developer would be used to fund new ConRAC capital costs.
- CFC revenues will be sufficient to repay all ConRAC capital costs (debt service on ConRAC SFBs and an availability payment to the ConRAC Developer (ConRAC AP). It was also assumed that:
 - CFC revenues will not constitute Pledged Revenues or Subordinate Pledged Revenues and that no ConRAC capital costs will be considered obligations under the Indentures.
 - All annual operating expenses associated with the rental car portions of the new ConRAC will be paid by the rental car companies using and occupying the

ConRAC pursuant to a new CLA. The operating expenses associated with certain areas of the new ConRAC not directly associated with the rental cars (e.g. Airport employee parking) will be paid by the Department.

- Private developers and/or the Department may fund ITF project costs. If used, private developer capital would not constitute a repayment obligation of the Department under the Indentures. If funded by the Department, the Department may use additional Airport Revenue Bonds and/or Department funds to fund the project costs of building certain ITFs. Following the date when each ITF is ready and available for its intended use, future Airport nonairline revenues would be used to pay annual debt service on Airport Revenue Bonds and/or amortized Department cash plus operating expenses associated with any ITFs funded and operated by the Department.
- The Department may earn additional ground rentals and other revenues from the new ConRAC, ITFs, and certain other projects included in Other Projects, following the date when each project is ready and available for its intended use. Any such revenues are not included in the financial forecasts in the Report.

Under California Government Code Sections 50474.22 and 50474.3, the Department can change the amount and basis for collecting a CFC to a maximum of \$9.00 per transaction day, up to a 5-day maximum.

In October 2017, the Board approved a change in CFC collected at the Airport from \$10 per rental car contract to \$7.50 per rental car transaction day up to a 5-day maximum and then to \$9.00 per rental car transaction day at a later date, which is discussed below.

The \$7.50 CFC rate per rental car transaction day (up to the 5-day maximum) was effective on January 1, 2018. The Department currently expects to collect the \$7.50 CFC per rental car transaction day (up to the 5-day maximum) through June 30, 2022. Beginning on July 1, 2022 the Department is currently planning to increase the CFC per rental car transaction day (up to the 5-day maximum) from \$7.50 to \$9.00. The Department may also decide to collect the \$9.00 CFC per rental car transaction day (up to the 5-day maximum) earlier than July 1, 2022.

Based on FY 2017 actual results, the Department collected approximately \$35.5 million in CFC revenues, which amount reflects revenues from a \$10 CFC per rental car contract. Through June 30, 2017 (the end of FY 2017), the Department had collected approximately \$284.0 million in CFC revenues. A small portion of those revenues has been used to pay the costs related to developing the new ConRAC at the Airport. If the ConRAC is built, all existing remaining CFC revenues and CFCs revenues to be earned by the Department during construction of the ConRAC will likely be used to fund ConRAC project costs.

If the ConRAC is not built, but the APM DBO has been reached and the APM system is operational, the Department would likely seek to (1) continue to impose and collect a CFC in an amount that is based on the annual total cost of the APM system as well as the proportional use of the APM system by rental car company customers, if permitted by law, and/or (2) identify new sources of nonairline revenues to pay the same costs.

It is possible, but not known as of the date of this Report, that the following changes in the future financial results of the Airport could occur in or around FY 2024 when the Other Projects might be ready and available for their intended use:

- Pledged Revenues may increase as a result of (a) new ground rent revenue from the rental car companies using and occupying the new ConRAC, (b) cost recovery of certain ConRAC O&M expenses, and (c) new revenue from operating the ITFs, such as public parking revenue.
- LAX M&O Expenses may increase as a result of additional M&O Expenses associated with certain Other Projects, including, but not limited to, Department funded and operated ITFs. Most, if not all new ConRAC M&O Expenses would be paid by the on-Airport rental car companies occupying and using the new ConRAC.
- Capital costs paid from Pledged Revenues may increase as a result of (a) additional annual debt service on Airport Revenue Bonds²⁵ that the Department may issue in the future to fund a portion of the ITF projects. As stated earlier, new ConRAC capital costs (ConRAC SFBs and ConRAC AP) were not assumed to be repayment obligations under the Indentures.

The Department expects that the specific funding sources for project costs and the sources of repayment to the Other Projects will be determined when: (1) the final scope is determined, and (2) a ConRAC Developer is selected for the ConRAC project and the Department is successful in reaching agreement with that entity in the third quarter of FY 2019. Some of the determinations to be made by the Department include, but are not limited to, whether or not certain operating expenses associated with the Other Projects will constitute LAX M&O Expenses under the Indentures, and if certain capital costs related to the Other Projects will be funded by the issuance of Senior Bonds and/or Subordinate Obligations under the Indentures.

The use of any capital or combination of capital from the sources described above to finance Other Projects will be determined by the Department, in consideration of any number of factors, including, but not limited to:

- The availability of moneys from, but not limited to, the funding sources described above.
- Capital and bond market conditions at the time any such additional bonds are issued.
- The proposed capital structure of the ConRAC Developer.
- Projected airline costs per enplaned passenger and debt service coverage ratios for the Airport.

²⁵ These bonds would be in addition to the Future Bonds assumed in the Report.

FINANCIAL PERFORMANCE

FINANCIAL FRAMEWORK

The Department accounts for Airport financial operations and results according to generally accepted accounting principles for governmental entities and the requirements of the Senior Indenture and the Subordinate Indenture. Other key documents that influence Airport financial operations are the agreements with the airlines for their use and lease of Airport facilities.

The financial forecasts presented in this Report reflect the Department's expected course of action during the Forecast Period to generate Pledged Revenues sufficient to meet the Senior Bond Rate Covenant and the Subordinate Obligations Rate Covenant.

Under the Senior Rate Covenant, the Department has covenanted to establish, fix, prescribe, and collect rates, tolls, fees, rentals, and charges for the use of the Airport so that, in each Fiscal Year:

- Pledged Revenues are at least equal to the amount of required deposits to various funds and accounts during such Fiscal Year, and
- Net Pledged Revenues, together with any Transfer, are equal to at least 125% of the Senior Bond Aggregate Annual Debt Service on outstanding Senior Bonds.

The Subordinate Obligations Rate Covenant of the Subordinate Indenture requires the Department, in each Fiscal Year, to generate Subordinate Pledged Revenues to:

- Meet the payment requirements of funds and accounts under the Subordinate Indenture, and
- Together with any Transfer, be at least equal to 115% of Subordinate Aggregate Annual Debt Service on outstanding Subordinate Obligations.

Any "Transfer" from the LAX Revenue Account to the Debt Service Fund for purposes of meeting the Senior Bond Rate Covenant shall not exceed 25% of Senior Bond Aggregate Annual Debt Service on outstanding Senior Bonds and shall not exceed 15% of Subordinate Aggregate Annual Debt Service on outstanding Subordinate Obligations.

An overview of recent historical Airport financial results is provided in this section and the assumptions used as the basis for forecasting Pledged Revenues, LAX M&O Expenses, debt service on Senior Bonds and Subordinate Obligations, and deposits to funds and accounts established under the Senior Bond and Subordinate Indentures are discussed.

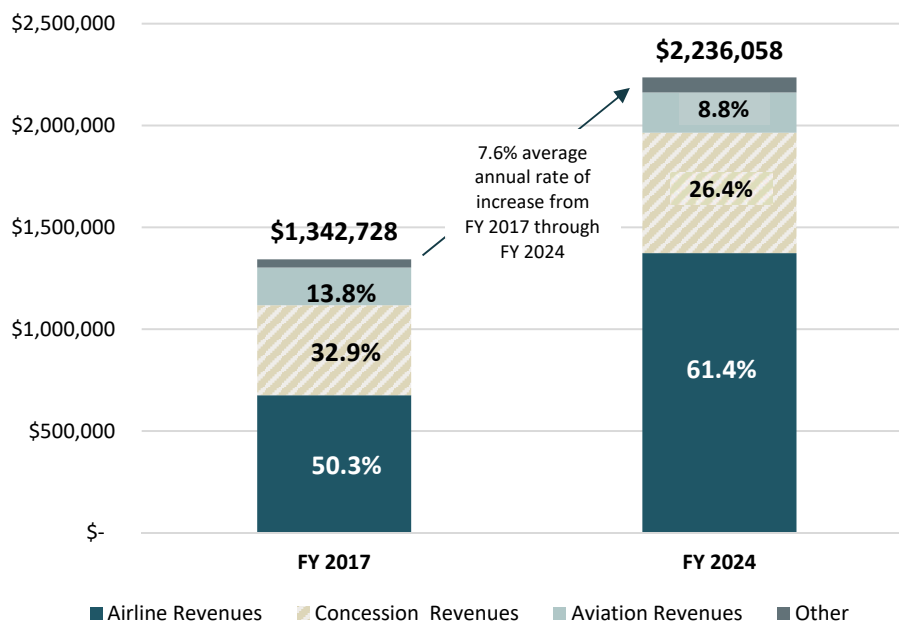
PLEDGED REVENUES

Exhibit C presents actual and forecast Pledged Revenues for the Airport.

In FY 2017, airline revenues and concession revenues accounted for 83.2% of Pledged Revenues. Airline revenues include terminal building rentals, landing fees, and apron fees. Concession revenues include, but are not limited to, public parking fees, rental car privilege fees, and terminal building concession revenues.

Figure 20 presents the major sources of Pledged Revenues for the Airport for actual FY 2017 and FY 2024 (forecast):

Figure 20
ACTUAL FY 2017 AND FORECAST FY 2024 PLEDGED REVENUES
Los Angeles International Airport



Notes: Percentages reflect shares of total Pledged Revenues. Percentages for investment earnings and miscellaneous revenues are not shown, but they accounted for 0.2% and 2.8% of Pledged Revenues, respectively, in FY 2017 and are forecast to account for 1.8% and 1.6%, respectively, in FY 2024. Columns may not total 100% because of rounding.

The forecast increase in Pledged Revenues is largely the result of an expected increase in airline revenues, from approximately 50.3% of Pledged Revenues in FY 2017 to approximately 61.4% of Pledged Revenues in FY 2024. The forecast increase in airline revenues is primarily driven by significant Department capital investments in airline areas and the cost-recovery basis for calculating annual airline rates and charges.

The major sources of Pledged Revenues and the assumptions used to forecast Pledged Revenues are discussed below.

Airline Revenues

Overview. Forecast airline terminal building rentals, landing fees, and apron fees, in total and expressed on a per enplaned passenger basis, are shown on Exhibit C-1. Airline revenues (including airline lounge payments) totaled approximately \$674.8 million in FY 2017 (accounting for 50.3% of Pledged Revenues) and are forecast to be approximately \$1.4 billion in FY 2024 (accounting for 61.4% of Pledged Revenues), as shown on Exhibit C.

Forecasts of airline terminal building rentals, landing fees, and apron fees incorporated in this Report were calculated pursuant to the methodologies in the LAX Passenger Terminal Tariff, Rate Agreements, prior terminal leases, and the Air Carrier Operating Permits, as discussed in the following paragraphs.

LAX Passenger Terminal Tariff. Airlines occupy and use terminal space at the Airport under the terms of the LAX Passenger Terminal Tariff (Airport Terminal Tariff) that became effective on January 1, 2013. The Airport Terminal Tariff has no term or expiration date, but is subject to change from time to time by the Board of Airport Commissioners. The Airport Terminal Tariff applies to all terminals at the Airport, provided however, that the Airport Terminal Tariff expressly does not apply to Terminal 4 unless and until all airlines occupying space in Terminal 4 are subject to the rate methodology adopted on September 17, 2012. American Airlines, operating from Terminal 4, has a lease with the Department for the use and occupancy of space that is scheduled to expire in December 2024. Under this lease, American Airlines is required to pay operation and maintenance charges based on the methodology used to determine the Airport Terminal Tariff.

Terminal rates under the Airport Terminal Tariff are designed to recover all costs, including administrative and access costs, allocable to terminal space. The fees and charges established under the Airport Terminal Tariff are as follows:

- **Terminal Buildings Charge** – A charge based on an equalized rate calculated by the Department by dividing the total of all capital and maintenance and operation costs allocated by the Department to the passenger terminals at the Airport by the total rentable areas in the terminals.
- **Federal Inspection Services (FIS) Fee** – A fee based on an equalized rate calculated by the Department by dividing the total of all capital and maintenance and operation costs allocated by the Department to FIS areas at the Airport by the number of international passengers passing through the FIS facilities.
- **Common Use Area Fees and Charges** – Fees and charges based on rates calculated by the Department based on the airlines' use of common areas in the terminals, such as holdrooms, baggage claim systems, and ticket counters.
- **Terminal Special Charges** – Fees based on rates calculated by the Department for use by the Aeronautical Users of certain equipment and services at the Airport that are not

otherwise billed to aeronautical users through the rates and charges described above, such as, certain custodial services, outbound baggage system maintenance, terminal airline support systems and loading bridge capital and maintenance.

Rate Agreement. To resolve certain litigation regarding the Department's rate setting methodology, and to phase-in new terminal rates and charges for the airlines serving the Airport, the Department offered the airlines a Rate Agreement in 2013. Airlines that do not enter into a Rate Agreement will not participate in the credits for concession revenues described below.

All airlines currently serving the Airport have entered into the Rate Agreement with the Department. Pursuant to the Rate Agreement, the airlines consent to and waive rights to challenge the application of the Airport Terminal Tariff rate-setting methodology (approved by the Board in September 2012).

Under the Rate Agreement during the Forecast Period:

- Starting in calendar year 2018, the equalized Terminal Buildings Charge will be calculated without a discount.
- Since the beginning of calendar year 2014, the Department has provided a credit to the airlines for a portion of the concession revenues generated in the LAX terminals (known as Tier One Revenue Sharing) in the calculation of the Terminal Buildings Charge and the FIS Fee.
- The Department established the Terminal Renewal and Improvement Fund (TRIF), which is funded with annual net revenues from the application of the Airport Terminal Tariff. Amounts deposited in the TRIF are required to be used by the Department to fund, together with debt and grant funding, terminal related capital improvements. Deposits into the TRIF may not exceed \$125 million annually or a maximum unused fund balance of \$500 million. These limits are subject to annual consumer price index increases.
- The Department can include the amortization of TRIF-funded capital projects in the cost base for the calculation of the terminal rental rate five years after any such TRIF-funded project is put in service.
- 50% of the amount in the TRIF, which is not otherwise committed to projects, in excess of the TRIF limits described above, are required to be deposited in a Revenue Sharing Fund. Amounts deposited in the Revenue Sharing Fund are required to be distributed to airlines executing the Rate Agreement as a credit against any amount due in the following priority: first, against Terminal Building Charges and second, against landing fees.

The Department has started negotiations with the airlines serving the Airport to amend the Rate Agreement in order to extend the term and adjust certain provisions to reflect the scope of the Capital Program and Other Projects. Any changes to the terms of the Rate Agreement are uncertain at this point and therefore the current Rate Agreement methodology is assumed for the financial forecasts in this Report.

Terminal 4 Lease. The Department has a lease with American Airlines for the use of terminal space in Terminal 4, which is scheduled to expire in December 2024. This lease was entered into in connection with the issuance of certain conduit financings by the Regional Airports Improvement Corporation and provides the Department with the right, under certain circumstances, to defease the third-party debt used to finance terminal improvements. Any early termination of this lease may require payment or provision for payment by the Department of some or all of the related conduit financings.

Under this lease, rental rates are not charged pursuant to the Airport Terminal Tariff. Instead, rental rates for terminal premises and on ground areas are adjusted periodically, typically every 5 years, by mutual agreement or, if the parties are not able to agree, then by a process directed at establishing a rent based on the then-current fair rental value. American is required to pay operation and maintenance charges based on the Airport Terminal Tariff rate-setting methodology.

As of the date of this Report, the Department expects that effective January 1, 2019, all terminal space in Terminal 4 will be subject to the Rate Agreement and the Department's existing lease with American Airlines for terminal space in Terminal 4 will no longer be in effect.

Air Carrier Operating Permit. Airlines operating at the Airport use landing and apron facilities pursuant to a 10-year Air Carrier Operating Permit scheduled to expire June 30, 2022, with an option to extend for another 10 years. The Air Carrier Operating Permit can be terminated with a 30-day notice from the airlines or the Department. The Air Carrier Operating Permit sets forth (1) how landing and apron fees are to be calculated each year and (2) various terms and conditions related to the use of landing and apron facilities, including, but not limited to, insurance requirements and indemnification provisions. It was assumed that the option to extend the Air Carrier Permit for another 10 years will be executed.

Forecast of Airline Revenues. The forecast of airline revenues is presented in Exhibit C-1 (along with the calculation of airline cost per enplaned passenger). The forecast of airline revenues is based on:

- The cost recovery and rate-setting principles in the Rate Agreement and the Air Carrier Operating Permit.
- The forecast of LAX M&O Expenses, debt service on Senior Bonds and Subordinate Obligations, and other costs that are allocable to the airline cost centers and included in the annual calculation of airline rates and charges. The completion of the APM system project by FY 2024 and a portion of the annual APM O&M AP and APM Capital AP are included in the forecast of airline Terminal Building rentals and landing and apron fees (along with the estimated future impacts of Terminal and Airfield and Apron projects reflected on Exhibit A).
- Assumptions regarding the amount of new terminal space associated with the completion of certain projects in the Capital Program during the Forecast Period.

- The assumption that effective January 1, 2019, all terminal space in Terminal 4 will be subject to the Rate Agreement and the Department's existing lease with American Airlines for terminal space in Terminal 4 will no longer be in effect.

Exhibit C-2 presents forecast airline Terminal Buildings rentals through FY 2024. Terminal Building costs are recovered according to the commercial compensatory rate-setting methodology (with certain credits) prescribed in the Terminal Rate Agreement. The net cost requirement of the Terminal Buildings cost center is divided by total rentable space in the Terminal Buildings to determine the average rental rate (Terminal Buildings Rate) per square foot. Airlines that lease space from the Department are charged this average rate per square foot. For those airlines that do not lease space, but operate on a common-use basis, the Terminal Buildings Rate is used to calculate the net requirement of all common-use space, which is then recovered based on a common-use methodology.

Exhibit C-3 presents forecast landing and apron fees, calculated according to a cost center compensatory (cost-based) rate-setting methodology prescribed in the Air Carrier Operating Permit, under which (1) the cost requirements of the Airfield Area cost center are recovered through landing fees assessed per 1,000-pound unit of total aircraft landed weight and (2) the cost requirements of the Apron Area cost center are recovered through apron fees assessed per 1,000-pound unit of passenger airline aircraft landed weight.

Aviation Revenues

Aviation Revenues at the Airport (other than airline revenues discussed above) include building rent, land rentals, aircraft parking fees, fuel fees, and other aviation revenues. In FY 2017, Aviation Revenues accounted for 13.8% of Pledged Revenues. For purposes of this Report, inflation was assumed to equal 2.0% per year.

Land Rentals. The Department leases land to multiple aviation users of the Airport, including the passenger and cargo airlines. Uses of the land include aircraft maintenance, cargo facilities, and automobile parking²⁶. In FY 2017, land rentals accounted for 7.3% of Pledged Revenues. Land rental revenue for FY 2019 through FY 2021 is forecast based on Department estimates of changes to existing land rental agreements (including a \$4.0 mil decrease in FY 2021) and expected new land rental agreements. Land rental revenue for FY 2022 through FY 2024 is forecast to increase 3.0% per fiscal year (to account for inflation and future fair market value assessments).

Building Rentals. The Department leases buildings, other than the Terminal Buildings, to multiple aviation users, including the passenger and cargo airlines. Uses of the space include aircraft maintenance, cargo facilities, and administrative offices. Building rentals also include terminal building rents from entities other than airlines. In FY 2017, building rentals accounted for 6.0% of Pledged Revenues. Building rental revenue for FY 2019 through FY 2021 is forecast based on Department estimates of changes to existing building rental agreements (including a

²⁶ The Department owns the Park One and Skyview Center parking facilities and collects rent from the operators of the facilities. All other revenue associated with automobile parking is reflected in Automobile Parking in Exhibit C.

\$2.7 million decrease in FY 2019 and an \$8.0 million decrease in FY 2021) and expected new building rental agreements. Building rental revenue for FY 2022 through FY 2024 is forecast to increase at 3.0% per fiscal year (to account for inflation and future fair market value assessments).

Other Aviation Revenues. This category includes other miscellaneous revenues generated from aviation users of the Airport, including revenues from aircraft parking, fuel flowage fees, and the TSA. In FY 2017, other aviation revenues accounted for 0.5% of Pledged Revenues. Other aviation revenues are forecast to increase with inflation, with the exception of those subcategories related to aircraft activity (e.g., aircraft parking and fuel flowage fees), which are driven by inflation plus the forecast growth in landed weight.

Concession Revenues

Concession revenues totaled \$441.6 million in FY 2017 (accounting for 32.9% of Pledged Revenues) and are forecast to total approximately \$591.3 million in FY 2024 as presented in Exhibit C (accounting for 26.4% of Pledged Revenues). Annual concession revenues are forecast to increase between FY 2017 and FY 2024; however, because airline revenues are forecast to increase at a higher rate during the same period, the percent of Pledged Revenues accounted for by concession revenues is forecast to decrease (from 32.9% to 26.4%) during the Forecast Period. As described below, the Department has entered into multiple agreements with concessionaries for the provision of non-airline services at the Airport.

Automobile Parking Revenues. Automobile parking is provided in the CTA garages, a surface lot adjacent to the CTA, and remote parking surface lots. In FY 2017, automobile parking revenues accounted for 7.2% of Pledged Revenues.

Table 19 lists the public parking facilities at the Airport²⁷, as well as the number of spaces and current parking rates in effect at each facility.

Parking facilities in the CTA are operated for the Department by ABM Onsite Services-West under a 5-year management contract that became effective June 1, 2016, and has five one-year extension options. Under this contract, the Department receives 100% of the gross parking revenues from these facilities, and compensates ABM Onsite Services-West for certain expenses it incurs in operating the facilities. The Department has also entered into a 6-year contract with LAZ Parking for the operation of the surface Lot C, which became effective June 1, 2016 and has four one-year extension options.

Multiple facilities near the Airport also provide parking for Airport patrons. The Department does not impose a privilege fee on these off-Airport parking facilities operated by private companies, but does impose a trip fee for the shuttle bus operations of off-Airport parking companies.

²⁷ The Department owns the Park One and Skyview Center parking facilities; however, these facilities are managed under separate operating agreements and the revenue is recorded under Land Rent in Exhibit C.

Parking revenues are forecast as a function of numbers of originating passengers, parking transactions per passenger, and revenue per transaction. The Department expects that Lot C parking revenues will decrease approximately \$10.0 million in FY 2019 as a result of 3,535 spaces taken out of service to allow for construction of certain projects at the Airport. The Department also expects that increased parking rates in the CTA will result in an approximate \$9.0 million increase in CTA parking revenues in FY 2019. Parking revenues in the CTA are assumed to increase at the same growth rate as originating passengers between FY 2020 and FY 2024. Parking revenues in Lot C are assumed to increase at the same growth rate as originating passengers between FY 2020 and FY 2023, with an estimated \$5.0 million increase in FY 2024 when the 3,535 spaces previously taken out of service for construction are put back in service. It was assumed that as the Department's existing parking management contracts with ABM Onsite Services-West and LAZ Parking expire during the Forecast Period, new parking management contracts would be executed with similar terms and conditions and financial performance.

Table 19
PUBLIC PARKING FACILITIES AND RATES
Los Angeles International Airport

Public Parking	Number of Spaces	24-hour rate	Hourly rate
Close-in parking			
CTA garages	8,749	\$30.00	\$3.00 first hour, \$4.00 thereafter
Remote parking			
Lot C surface lot (a)	1,693	\$12.00	\$4.00
Cell phone waiting lot	22	n.a.	n.a.
Subtotal	1,715		
Airport total	10,464		

Note: n.a. = Not applicable.

(a) Reflects a reduction of 3,535 spaces taken out of service in FY 2018 as certain areas of Lot C are used for employee parking and to allow for construction of certain projects at the Airport. The Department expects that the number of in service Lot C spaces will increase from 1,693 to approximately 5,230 in FY 2024 as various Airport construction projects are completed.

Source: Department records.

Rental Car Revenues. The Department has executed rental car concession agreements with 12 rental car companies serving the Airport (Rental Car Concessionaires). The Department has exercised its right to extend the concession agreements through January 2019, and the Department may extend the agreements for one additional one-year period at its sole discretion. The concession agreements require each Rental Car Concessionaire to pay the Department a concession fee equal to 10% of its annual gross revenues or a minimum annual guarantee, whichever is greater. In FY 2017, rental car concession revenues accounted for 6.5%

of Pledged Revenues, which was based on a concession fee equal to 10% of annual gross revenues.

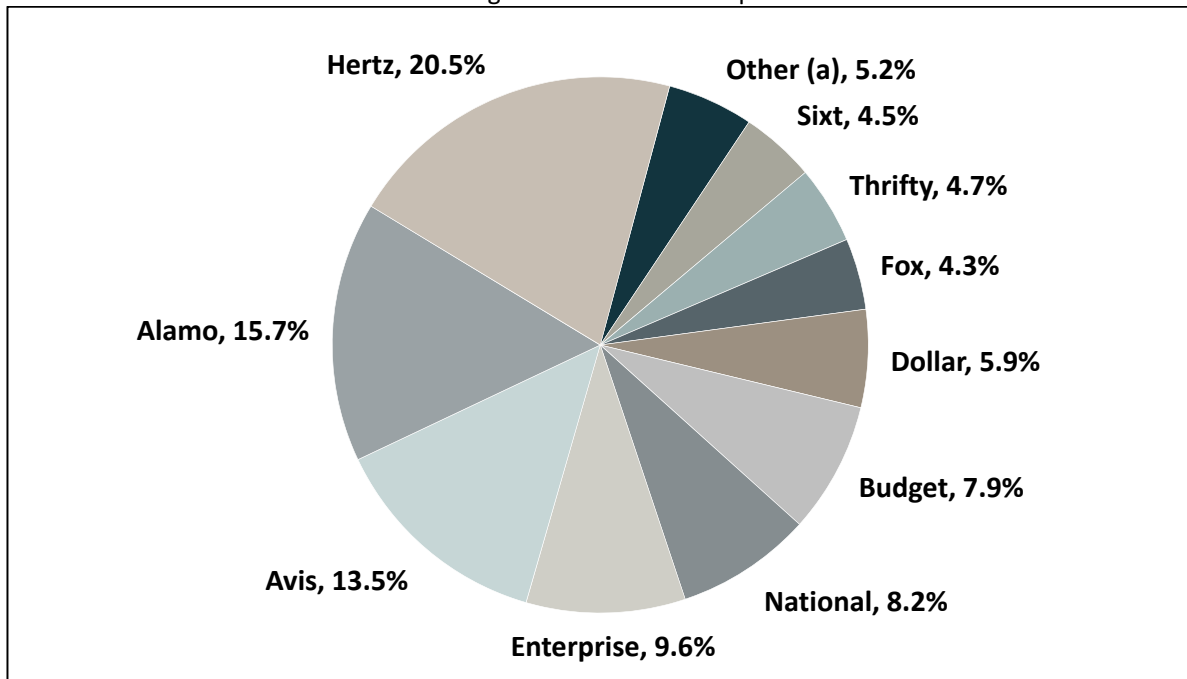
Figure 21 presents the Rental Car Concessionaires' market shares of gross revenues in FY 2017.

The following companies and their brands have rental car concession agreements with the Department: Advantage, Alamo, Avis, Budget, Dollar, DR Car Rental (DBA Payless), Enterprise, Fox, Hertz, Midway, National, Sixt, and Thrifty. In addition, EZ and Zipcar operate as affiliates of Advantage, and Avis, respectively, for a total of 15 on-Airport rental car brands. These companies operate rental car facilities located off-Airport property and transport their passengers to and from the CTA on their own branded shuttle buses.

According to the Department, the rental car concession agreement with Midway expired on January 31, 2018 and will not be renewed by Midway. In FY 2017, Midway represented approximately 1.1% of total on-Airport rental car gross revenues at the Airport.

Other rental car companies (located off Airport property) provide rental car services to Airport passengers, but do not have concession agreements with the Department. Their customers use Airport shuttle buses to access their rental car company's courtesy shuttle at the Airport's remote rental car depot. These other companies are required to have a license agreement with the Department and pay a fixed fee per month (these other companies do not pay a percentage of gross revenues).

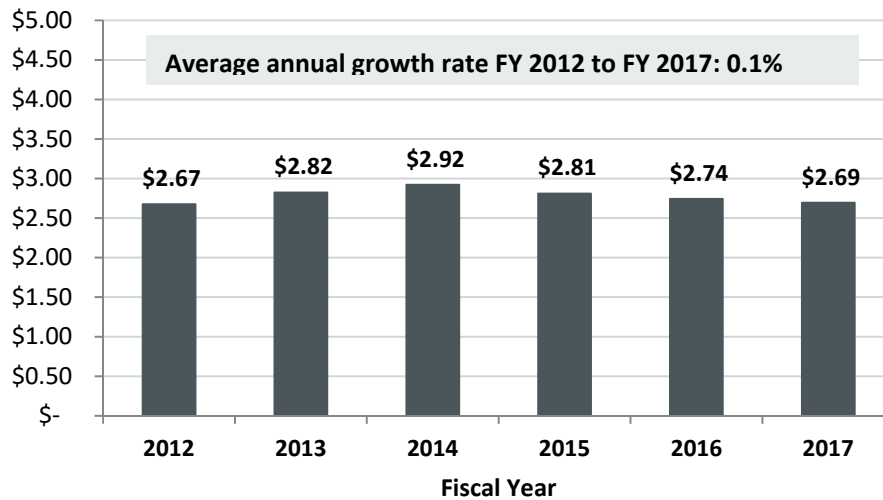
Figure 21
ON-AIRPORT RENTAL CAR COMPANY SHARES OF FY 2017 GROSS REVENUES
 Los Angeles International Airport



Notes: The sector shares may not total 100% because of rounding.
 (a) Other includes Advantage, EZ, Firefly, Midway, Payless, and Zipcar.
 Source: Department records.

Figure 22 presents the trend in rental car privilege fees paid to the Department per originating passenger at the Airport from FY 2012 through FY 2017. Between FY 2012 and FY 2017, total rental car privilege fees per originating passenger increased an average of 0.1% per year. The decreases in on-Airport rental car privilege fees per originating passenger in FY 2015 through FY 2017 were likely the result of the number of originating passengers increasing at a greater rate than rental car transactions and privilege fees as well as the introduction of TNCs at the Airport during the same period. As described in the later section of this Report titled “Commercial Vehicle Revenues”, the introduction and use of TNCs at the Airport has resulted in a reduction in the use of on-Airport rental car companies through the end of FY 2017.

Figure 22
ON-AIRPORT RENTAL CAR PRIVILEGE FEES PER ORIGINATING PASSENGER
 Los Angeles International Airport



Source: Department records.

As discussed earlier, the Department imposes a \$7.50 CFC on rental car customers per rental car transaction day (up to a 5-day maximum). This revenue source and future SFBs may fund the development of a ConRAC at the Airport. Revenues generated from the CFC are not currently included in Pledged Revenues and, as such, would not support the issuance of the proposed Series 2018A Subordinate Bonds (as discussed in the Debt Service section below, CFC revenues remaining after the payment of ConRAC Capital Costs are expected to offset debt service associated with Future Bonds expected to be issued for the APM system project).

The Department is currently in discussions with the rental car companies regarding a new CLA related to the development, occupancy and use of a new ConRAC at the Airport. The new CLA may be executed by the Department, subject to Board and City Council approval, and the on-Airport rental car companies in the first half of calendar year 2018. The CLA is expected to have a term, beginning when the ConRAC is ready and available for its intended use, of 20-years with one option to extend the CLA for 5-years by the Department through written notice to the rental car companies, or automatically if certain rental car transaction day targets are achieved pursuant to the CLA. The CLA is expected to include, but is not limited to, the following business terms that would be effective when the ConRAC is ready and available for its intended use:

- The payment by the rental car companies to the Department of the greater of a minimum annual guarantee or a 10% privilege fee of rental car gross revenues.
- The payment of ground rent by rental car companies to the Department.
- The payment of ConRAC maintenance and operation (M&O) expenses to the Department.

- An annual payment (the rental car CTS contributions) by the rental car companies to the Department to pay a portion of the annual operating and net capital cost of the APM system.

For companies choosing not to sign the CLA, the Department would (1) require the customers of those off-Airport companies to pick up and drop off their customers at the new ConRAC and use the APM system and (2) pay a transportation fee to the Department, that would be established to cover their customers' prorated use of the APM system. Transportation fee revenue from off-Airport companies would be included in Pledged Revenues and used to pay annual APM operating and net capital costs. Because the amount of the Transportation fee has not been established by the Department, no such forecast Transportation fee revenue has been included in the financial Forecasts presented in this Report.

Rental car privilege fee revenues were forecast on the basis of:

- The estimated number of O&D passengers, which was based on the forecast of enplaned passengers presented earlier in this Report.
- The Department's expectation that, when the existing agreements expire in January 2019, they will either be extended by the Department or the proposed CLA with similar business terms will be executed with the rental car companies operating at the Airport.
- Estimated 1.9% decrease in privilege fees in FY 2019 (based on an estimated 5.0% reduction in transactions per O&D passenger) and a 0.1% increase in privilege fees in FY 2020 (based on an estimated 2.5% reduction in transactions per O&D passenger).
- For FY 2021 through FY 2023, rental car privilege fees are assumed to increase at the same rate of growth as originating passengers (assuming privilege fees per originating passenger remain flat during that period).
- Privilege fees are estimated to increase 7.2% in FY 2024 based on the assumption that transactions per O&D passenger increase 5.0% once the APM system is operational (when it is expected that TNCs will be required to pick up and drop off customers at the ConRAC).

Duty Free Revenues. The Department has entered into a duty free merchandise concession agreement with DFS Group L.P. (DFS) for the design, construction, development and operation of duty free merchandise concessions at all Airport terminal buildings. The agreement with DFS is scheduled to expire in September 2024. Under the agreement with DFS, the Department receives a certain percentage of the concessionaire's gross sales at the Airport, subject to a minimum annual guarantee, plus 10% of any gross sales in excess of \$175 million. In FY 2017, duty free revenues accounted for 5.7% of Pledged Revenues. Duty free revenues are forecast to increase based on growth in the number of international passengers at the Airport and inflation.

Terminal Concession Revenues. In FY 2017, terminal concession revenues accounted for 5.8% of Pledged Revenues. Terminal concession revenues include fees paid by retail and food and beverage concessionaires in the Airport terminals. The Department has entered into

multiple agreements for the provision of terminal concessions. These agreements are organized into two groups:

- **Retail and Food and Beverage Concessions**—The Department directly manages the concession programs in Terminals 4, 5, 7, and 8. The Department has entered into several agreements with companies to provide retail and food and beverage concessions in these terminals. The agreements for retail concessions and food and beverage Concessions are scheduled to expire in June 2023. These concessionaires pay the Department the greater of either a percentage of gross receipts or a minimum annual guarantee.
- **Terminal Commercial Manager Concessions**—These concessions are operated under two separate concession agreements that the Department has entered into with Westfield Airports, LLC (Westfield). One agreement is for Terminal 2 and the TBIT. The second agreement is for Terminals 1, 3, and 6. Westfield serves as the master developer and manager of the concessions in these terminals. Both Terminal Commercial Manager agreements with Westfield are scheduled to expire in 2029. Under the Department's agreements with Westfield, the Department receives the greater of a minimum annual guarantee or rent (consisting of a base percentage of Westfield's revenues plus a contingent percentage additional rent if gross sales exceed certain benchmarks).

The forecasts of retail and food and beverage concession revenues and terminal commercial management revenues were developed together based on combined per passenger spend rates for the three categories. The combined spend rate for these three revenue categories was forecast to increase with inflation in FY 2019, and then increase 12.5% in FY 2020 and increase 5% annually from FY 2021 through FY 2024 (related to the completion of projects in Terminal 1, Terminals 6/7/8, the Midfield Satellite Concourse-Phase 1, and the North Terminals Improvement Program). It was assumed that as the Department's existing retail concession agreements and existing food and beverage concession agreements expire during the Forecast Period, new agreements would be executed with similar terms and conditions and financial performance.

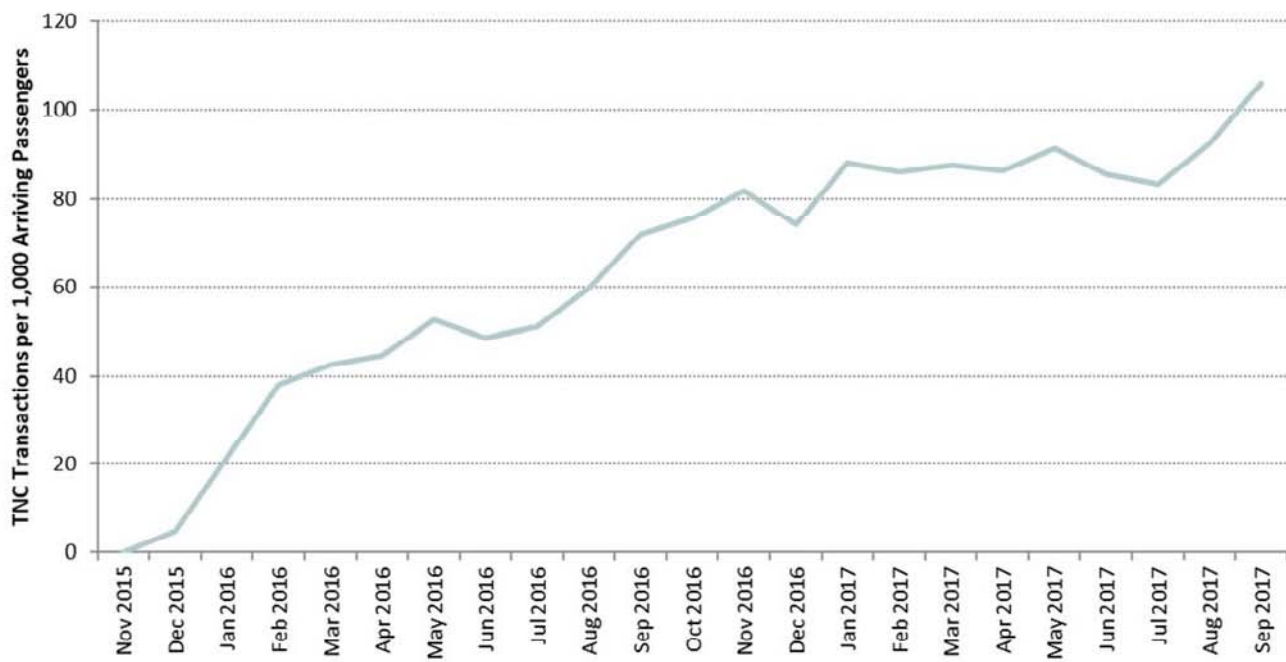
Terminal Advertising. The Department has entered into a Terminal Media Operator concession agreement with JCDecaux Airport, Inc. (JCDecaux) for advertising sponsorship and other media throughout the terminal buildings. In FY 2017, Terminal Buildings advertising revenue accounted for 2.1% of Pledged Revenues. The agreement with JCDecaux is scheduled to expire in December 2020, at which time the Department has the right to extend the agreement for one 3-year period. For purposes of this Report, it was assumed that the Department will extend JCDecaux's agreement for the 3-year option period. Terminal Buildings advertising revenues are forecast to increase with 2.0% inflation (with the exception of FY 2020 and FY 2021 when advertising revenues are assumed to increase 4.0% related to the completion of the Midfield Satellite Concourse-North Project).

Commercial Vehicle Revenues. The Department generates revenues from a per trip fee on all bus, limousine, and taxicab operators, as well as TNCs such as Uber and Lyft. In FY 2017, commercial vehicle revenues accounted for 4.4% of Pledged Revenues.

The Department entered into agreements with Lyft, Inc. (December 2015) and Raiser-CA, LLC (doing business as Uber) (January 2016) to allow each company access to the Airport. Under those agreements, the Department receives a \$4.00 fee for each drop-off or pick-up at the Airport. Revenues from this fee resulted in a 256.0% increase in commercial vehicle revenues between FY 2015 and FY 2017 (from \$23.0 million in FY 2015 to \$58.8 million in FY 2017).

Figure 23 below shows the growth in the number of TNC transactions per 1,000 arriving passengers just prior to the introduction of TNCs at the Airport.

Figure 23
TNC TRANSACTIONS PER 1,000 ARRIVING PASSENGERS
 Los Angeles International Airport



Source: Department records.

Commercial vehicle revenues, including revenues from Uber and Lyft, are forecast to increase with inflation and passenger growth.

Other Concession Revenue. Revenues in this category primarily include fees generated from foreign exchange, telecommunications, luggage carts, and automated teller machine transactions. In FY 2017, other concession revenue accounted for 1.2% of Pledged Revenues. Other concession revenue is forecast to increase with inflation and enplaned passenger growth.

Investment Earnings

Investment earnings on moneys held in the LAX Revenue Fund, Reserve Fund, and M&O Reserve Fund (funds defined under the Senior Indenture) are defined as Pledged Revenues under the Senior Indenture. In FY 2017, investment earnings accounted for 0.2% of Pledged Revenues. The forecast of investment earnings is based on an assumed increase in the investment earnings rate and estimated increases in LAX Revenue Fund, Debt Service Reserve Fund, and M&O Reserve Fund balances during the Forecast Period.

Miscellaneous Revenues

Miscellaneous revenues include (1) federal subsidies associated with the Series 2009C and Series 2010C Subordinate Build America Bonds (BABs), (2) other Airport sales and services, and (3) in FY 2017 a one-time \$21.0 million payroll reimbursement associated with Ontario International Airport. In FY 2017, miscellaneous revenues accounted for 2.8% of Pledged Revenues. The miscellaneous revenues associated with the BABs are forecast based on (1) the assumption that federal sequestration will continue, (2) debt service schedules for the associated BABs, and (3) historical subsidies. All other miscellaneous revenues are forecast based on assumed rates of inflation.

LAX M&O EXPENSES

Exhibit D presents LAX M&O Expenses by expense type and by Airport cost center. As defined in the Senior Indenture, LAX M&O Expenses are substantially all maintenance and operating expenses of the Airport, excluding (1) depreciation, (2) administrative costs allocated to other airports operated and maintained by the Department, and (3) any expenses of the Airport paid from sources other than Pledged Revenues.

FY 2018 Budget LAX M&O Expenses

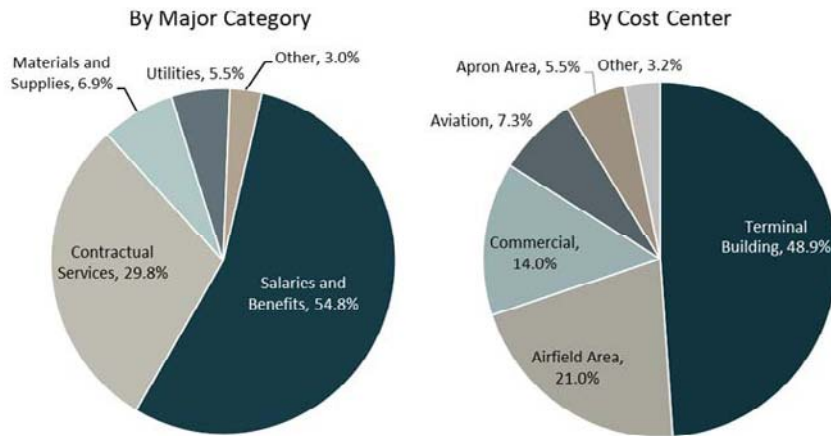
The Department's LAX M&O Expenses budget for FY 2018 was used as the basis for forecasting LAX M&O Expenses.

Historically, salaries and benefits have represented the single largest category of expense at the Airport, which is typical of most U.S. airports, and is expected to be the case in FY 2018 and during each Fiscal Year of the Forecast Period at LAX. The next largest category of expense at the Airport is contractual services, which includes expenses associated with various technical, professional service, management, and other contracts. Other categories of LAX M&O Expenses include materials and supplies, utilities, and other operating expenses²⁸.

The major categories of budgeted FY 2018 LAX M&O Expenses and the allocation to Airport cost centers are shown on Figure 24.

²⁸ Includes expenses associated with administrative services and advertising and public relations.

Figure 24
FY 2018 BUDGET LAX MAINTENANCE AND OPERATION EXPENSES



Note: The percentages by major category are prior to adjustments to exclude M&O Expenses associated with administrative expenses allocated to other airports operated by the Department and M&O Expenses paid from grants. The sector shares may not add to 100.0% because of rounding.

Source: The Department's FY 2018 budget.

Forecast LAX M&O Expenses

Forecast LAX M&O Expenses in FY 2018 through FY 2024 are based on (1) the Department's FY 2018 budget and its plans for operating Airport facilities throughout the Forecast Period, (2) assumed inflationary and real (net of inflation) increases in the costs of labor, services, utilities, and supplies, and (3) estimates of additional expenses associated with new or expanded Airport facilities included in the Capital Program to be placed in service during the Forecast Period (as described below).

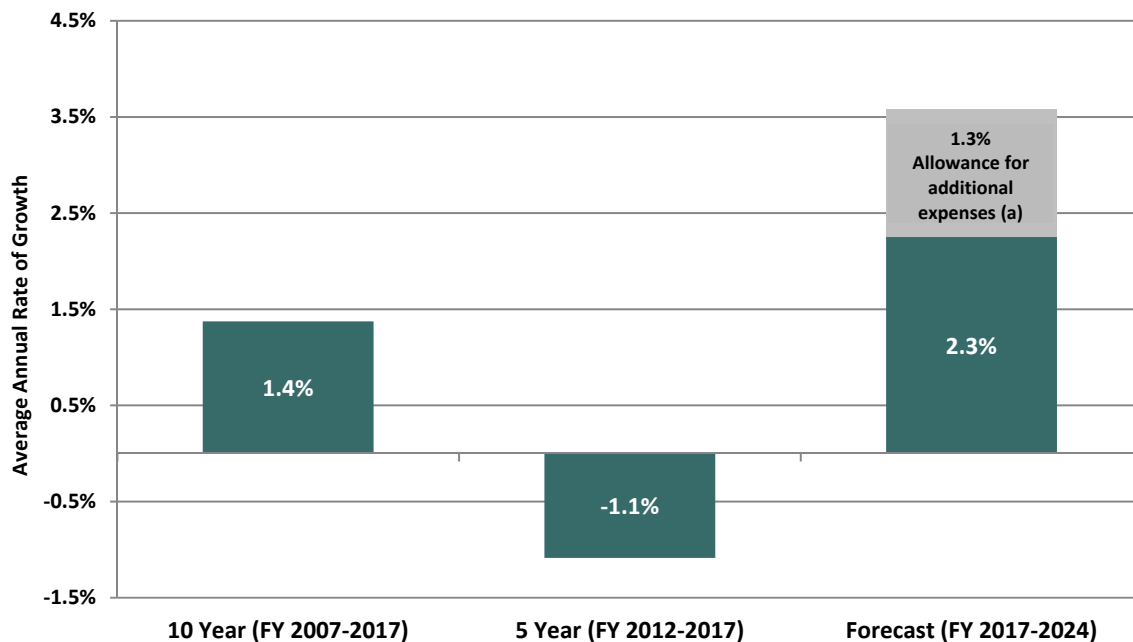
The Department expects that certain projects in the Capital Program, including the Midfield Satellite Concourse - North Project, Terminal 1.5, the Terminal 3/TBIT Connector Building, and the APM system project will result in additional increases in LAX M&O Expenses during the Forecast Period.

Forecasts of LAX M&O Expenses associated with future terminal projects were developed based on preliminary estimates of increased total terminal square footage and current LAX M&O Expenses associated with Airport terminal facilities. Expenses associated with increased space are forecast to be lower per square foot than current LAX M&O Expenses to account for higher efficiency in newer facilities (e.g., lower utility costs).

Forecasts of LAX M&O Expenses associated with the APM system project were estimated by the Department based on the expected length, capabilities, and frequency of APM service. As stated earlier, and for purposes of this Report, the APM O&M APs were assumed to be LAX M&O Expenses under the Senior Indenture.

LAX M&O Expenses per enplaned passenger increased an average of approximately 1.4% per year during the most recent 10-year period (FY 2007 to FY 2017) and decreased an average of approximately 1.1% per year during the most recent 5-year period (FY 2012 through FY 2017). The decrease in LAX M&O Expenses per enplaned passenger from FY 2012 through FY 2017 is primarily due to growth in enplanements exceeding the growth in LAX M&O Expenses over the same period. The relationship between LAX M&O Expenses and numbers of enplaned passengers was analyzed because the cost of operating and maintaining an airport is typically based on numbers of passengers, among other factors. A comparison of historical and forecast rates of growth in LAX M&O Expenses per enplaned passenger at the Airport is presented on Figure 25.

Figure 25
RATES OF GROWTH IN LAX M&O EXPENSES PER ENPLANED PASSENGER
 Los Angeles International Airport



(a) Reflects an allowance for additional M&O Expenses associated with projects in the Capital Program.
 Sources: Department records for historical data. Forecast results are based on the LAX M&O Expenses presented in Exhibit D and forecast enplaned passengers presented in this Report.

LAX M&O Expenses are forecast to increase from a budget of approximately \$758.9 million in FY 2018 to approximately \$1.1 billion in FY 2024, an average annual increase of 6.6% per year.

DEBT SERVICE

Exhibit E presents Senior Bond Aggregate Annual Debt Service and Subordinate Aggregate Annual Debt Service for outstanding Senior Bonds and Subordinate Obligations, respectively, as well as for the proposed Series 2018A Subordinate Bonds and Future Bonds.

Principal of and interest on Senior Bonds or Subordinate Obligations paid with PFC revenues and CFC revenues are excluded from Senior Bond Aggregate Annual Debt Service and Subordinate Aggregate Annual Debt Service for purposes of meeting the Senior Bond and Subordinate Obligations Rate Covenants. Exhibit E reflects PFC revenues and CFC revenues expected to be used by the Department each Fiscal Year to pay debt service. The actual amount of PFC revenues and CFC revenues that the Department will use to pay debt service may vary from year to year.

As shown in Exhibit E, Senior Bond Aggregate Annual Debt Service is projected to increase from approximately \$117.5 million in FY 2018 to approximately \$257.8 million in FY 2024.

Subordinate Aggregate Annual Debt Service is projected to increase from approximately \$100.1 million in FY 2018 to approximately \$329.0 million in FY 2024.

The Department uses a commercial paper program to assist with short-term borrowing needs pursuant to the Subordinate Indenture. The Department is currently authorized to issue up to \$500 million of commercial paper. As of December 1, 2017 the Department's current outstanding commercial paper balance is approximately \$10.4 million of the Series B Subordinate Commercial Paper Notes and \$41.0 million of the Series C Subordinate Commercial Paper Notes. No commercial paper was assumed to be issued during the Forecast Period to pay for the costs of projects included in the Capital Program reflected in Exhibit A.

This Report does not reflect debt service savings, if any, resulting from the Department refunding any Senior Bonds and/or Subordinate Obligations during the Forecast Period.

Series 2018A Subordinate Bonds

Debt service on the proposed Series 2018A Subordinate Bonds was estimated by Public Resources Advisory Group, the Department's co-financial adviser. The proposed Series 2018A Subordinate Bonds are assumed to be issued as fixed-rate bonds, amortized over the useful lives of the individual projects to be funded with net bond proceeds, and have a final maturity date of May 15, 2048. An all-in true interest cost of approximately 4.16% on the proposed Series 2018A Subordinate Bonds was assumed by Public Resources Advisory Group.

Future Senior Bonds and Subordinate Obligations

Debt service projected for future Senior Bonds and Subordinate Obligations expected to be issued during the Forecast Period (as shown in Exhibit B) was also provided by Public Resources Advisory Group, based on the following assumptions:

- An assumed fixed interest rate of 6.0% for both future Senior Bonds and future Subordinate Obligations.
- Capitalized interest and other costs of issuance to be funded from the net proceeds of Future Bonds; debt service on Future Bonds included in the financial forecasts presented in this Report is net of capitalized interest.
- The Future Bonds for each project will be amortized over the lower of the project's expected useful life or 30 years, whichever occurs first.

- Future Bonds issued to pay for airfield or apron projects will be Subordinate Obligations.
- Future Bonds issued for all other projects in the Capital Program will be Senior Bonds.

For purposes of this Report, it was assumed that APM Capital AP would be Subordinate Obligations under the Subordinate Indenture and have been included as such in the financial forecasts presented in this Report. Estimated APM Capital AP were provided by the Department.

FLOW OF FUNDS AND DEBT SERVICE COVERAGE

Exhibit F presents the forecast application of Pledged Revenues to the various funds and accounts under the Senior Indenture and the Subordinate Indenture and the calculation of debt service coverage according to the Senior Rate Covenant and the Subordinate Obligations Rate Covenant.

Pledged Revenues remaining after the payment of LAX M&O Expenses, Senior Bond debt service, Subordinate Obligations debt service, and other fund deposit requirements are available for any lawful Airport purpose.

The Senior Bond Rate Covenant is forecast to be met in each Fiscal Year of the Forecast Period:

- As reflected in Exhibit C, Pledged Revenues are forecast to exceed the amount of required deposits to various funds and accounts under the Senior Indenture during each Fiscal Year of the Forecast Period, and
- As reflected in Exhibit F and on Figure 26, Net Pledged Revenues are forecast to equal at least 125% of the Senior Bond Aggregate Annual Debt Service, taking into account outstanding Senior Bonds and future Senior Bonds (and assuming no Transfers).

Under the Senior Indenture, any Transfer from the LAX Revenue Account to the Debt Service Fund taken into account for purposes of meeting the Senior Bond Rate Covenant shall not exceed 25% of Senior Bond Aggregate Annual Debt Service on outstanding Senior Bonds. No Transfers were assumed during the Forecast Period for the purposes of calculating Senior debt service coverage ratios.

The Subordinate Obligations Rate Covenant is forecast to be met in each Fiscal Year of the Forecast Period:

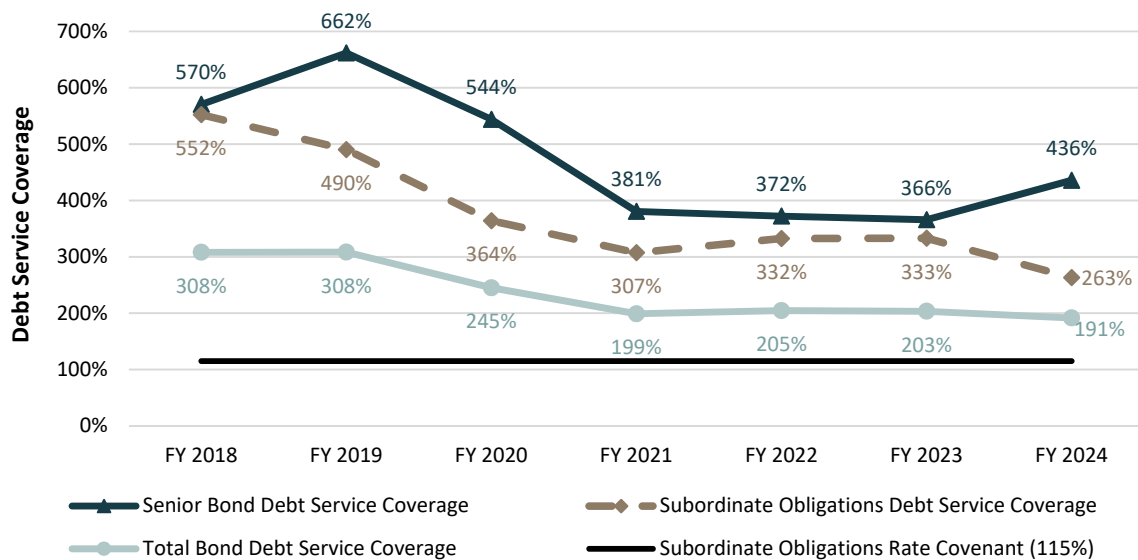
- As reflected in Exhibit F, Subordinate Pledged Revenues are forecast to exceed the amount of required deposits to various funds and accounts under the Subordinate Indenture during each Fiscal Year of the Forecast Period, and
- As reflected in Exhibit F and on Figure 26, Subordinate Pledged Revenues are forecast to equal at least 115% of the Subordinate Aggregate Annual Debt Service, taking into account outstanding Subordinate Obligations, the proposed Series 2018A Subordinate Bonds, and future Subordinate Obligations.

Under the Subordinate Indenture, any Transfer from the LAX Revenue Account to the Debt Service Fund taken into account for purposes of meeting the Subordinate Obligations Rate Covenant shall not exceed 15% of Subordinate Aggregate Annual Debt Service on outstanding

Subordinate Obligations. No Transfers were assumed during the Forecast Period for the purposes of calculating Subordinate Obligations debt service coverage ratios.

Table 15 of the Official Statement for the proposed Series 2018A Subordinate Bonds provides historical data on debt service coverage for Senior Bonds and Subordinate Obligations.

Figure 26
FORECAST DEBT SERVICE COVERAGE
Los Angeles International Airport



Note: Includes debt service on Senior Bonds, existing Subordinate Obligations, including the Series C and Series B Subordinate Commercial Paper Notes, and estimated debt service on the proposed Series 2018A Subordinate Bonds, Future Bonds, and estimated APM Capital APs. Debt service is net of capitalized interest, if any.

Source of Debt Service: Public Resources Advisory Group. Source of APM Capital APs: Department.

Exhibit A
ESTIMATED CAPITAL PROGRAM COSTS AND SOURCES OF FUNDS (a)
Los Angeles International Airport
(dollars in thousands)

The forecasts presented in this exhibit were prepared using information from the sources identified and assumptions provided by, or reviewed with and agreed to by, Department management, as described in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

	Estimated Project Costs	Sources of Funds							Future Bond Proceeds			
		Federal Grants			Pay-as-you- go PFCs	Department Funds	Other Funds (b)	Prior Bond Proceeds	Series 2018A Subordinate Bond Proceeds	Future Bond Proceeds		
		TSA	AIP	Subordinate						Senior	Total	
TERMINAL PROJECTS												
Midfield Satellite Concourse -- North Project (c)	\$ 1,545,731	\$ -	\$ -	\$ 5,960	\$ 129,400	\$ -	\$ 376,766	\$ 250,000	\$ -	\$ 783,605	\$ 1,545,731	
Acquisition of Tenant Managed Terminal Projects												
North Terminal Improvement Program (c)	\$ 1,805,000	\$ -	\$ -	\$ -	\$ 853,961	\$ 110,000	\$ 103,000	\$ 150,000	\$ -	\$ 588,039	\$ 1,805,000	
Terminal 1 Improvement Project	513,800	56,000	-	-	91,003	15,701	258,790	-	-	92,306	513,800	
Terminals 6/7/8 Improvement Project	544,863	16,121	-	-	190,500	12,894	325,348	-	-	-	544,863	
Acquisition of Tenant Managed Terminal Projects Total	\$ 2,863,663	\$ 72,121	\$ -	\$ -	\$ 1,135,464	\$ 138,595	\$ 687,138	\$ 150,000	\$ -	\$ 680,345	\$ 2,863,663	
Terminal 1.5 Program	\$ 512,500	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 487,500	\$ 512,500	
MSC/BW Baggage Optimization Project	260,000	-	-	-	35,000	-	-	-	-	225,000	260,000	
TBIT Core & APM Interface	251,100	-	-	-	19,036	-	-	-	-	232,064	251,100	
T5 Core & APM Interface	204,900	-	-	-	15,594	-	-	-	-	189,306	204,900	
Terminal 2 Improvement Project	194,000	-	-	-	75,386	-	118,614	-	-	-	194,000	
Acquisition of Terminal 4 Improvements	190,000	-	-	-	95,000	-	-	-	-	95,000	190,000	
Other Terminal Projects (d)	116,419	-	-	-	116,419	-	-	-	-	-	116,419	
TERMINAL PROJECTS TOTAL	\$ 6,138,313	\$ 97,121	\$ -	\$ 5,960	\$ 1,621,299	\$ 138,595	\$ 1,182,518	\$ 400,000	\$ -	\$ 2,692,819	\$ 6,138,313	
AIRFIELD AND APRON PROJECTS												
Runway Safety Area Improvements	\$ 163,200	\$ -	\$ 46,063	\$ -	\$ 16,110	\$ -	\$ 101,027	\$ -	\$ -	\$ -	\$ 163,200	
Midfield Satellite Concourse -- North Apron Project	187,297	-	10,000	-	87,247	-	-	-	-	90,050	187,297	
North Airfield Taxiways	130,000	-	16,000	-	25,000	-	-	-	-	89,000	130,000	
Taxiway C14 Construction	95,600	-	19,000	-	10,100	-	-	-	-	66,500	95,600	
Runway 7L-25R, Taxiway C Extension	56,200	-	-	-	56,200	-	-	-	-	-	56,200	
Other Airfield and Apron Projects (e)	96,985	-	23,660	-	73,325	-	-	-	-	-	96,985	
AIRFIELD AND APRON PROJECTS TOTAL	\$ 729,282	\$ -	\$ 114,723	\$ -	\$ 267,982	\$ -	\$ 101,027	\$ -	\$ 245,550	\$ -	\$ 729,282	
ACCESS (INDIRECT)												
APM System (f)	\$ 1,559,749	\$ -	\$ -	\$ -	\$ 550,000	\$ -	\$ -	-	\$ 1,009,749	\$ -	\$ 1,559,749	
LAMP Enabling Projects	472,500	-	-	-	155,000	-	-	-	-	317,500	472,500	
LAMP ROW Acquisitions & Relocations	188,242	-	-	-	94,121	-	-	-	-	94,121	188,242	
ACCESS (INDIRECT) PROJECTS TOTAL	\$ 2,220,491	\$ -	\$ -	\$ -	\$ 799,121	\$ -	\$ -	\$ -	\$ 1,421,370	\$ -	\$ 2,220,491	
REMAINING PROJECTS												
Noise Mitigation and Soundproofing	\$ 303,200	\$ -	\$ -	\$ 255,500	\$ 47,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 303,200	
Infrastructure (g)	15,700	-	-	-	15,700	-	-	-	-	-	15,700	
Landside (h)	24,700	-	-	-	24,700	-	-	-	-	-	24,700	
Miscellaneous (i)	163,950	-	-	-	163,950	-	-	-	-	-	163,950	
REMAINING PROJECTS TOTAL	\$ 507,550	\$ -	\$ -	\$ 255,500	\$ 252,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 507,550	
TOTAL CAPITAL PROGRAM	\$ 9,595,636	\$ 97,121	\$ 114,723	\$ 261,460	\$ 2,940,452	\$ 138,595	\$ 1,283,546	\$ 400,000	\$ 1,666,920	\$ 2,692,819	\$ 9,595,636	

(a) Only includes projects expected to be completed by FY 2023 to show one full year of financial forecasts following completion of the Capital Program.

(b) Reflects airline tenant funds and certain PFC revenues made available to the Department following the transfer of Ontario International Airport.

(c) To be partially funded with the net proceeds of the Series 2018A Subordinate Bonds.

(d) Includes Terminals 5 and 6 gates and boarding area improvements, CTA departure and arrival level security bollards, terminal fire life safety improvements, TBIT automated security lanes, and closed circuit television improvements.

(e) Includes improvements to Taxilane T (Phase 2) and Taxilane D, stormwater connections, a replacement of the fire drill training facility, and temporary Runway 25L/7R repairs.

(f) Includes costs to be paid by the Department. Does not include costs to be paid by the APM Developer during construction.

(g) Includes drainage, water, and utility improvements.

(h) Includes projects for landside accessibility, wayfinding, and signage in the Central Terminal Area, Bradley West traffic mitigations, and parking structure improvements.

(i) Includes a project for the Airport Police canine facility, IT improvements, improvements to the Skyview building, and communications and security improvements.

Source: City of Los Angeles, Department of Airports.

Exhibit B
ESTIMATED SOURCES AND USES OF BOND FUNDS
Los Angeles International Airport
Fiscal Years Ending June 30
(dollars in thousands)

	Series 2018A Subordinate Bonds	Future Series 2018C	Future Series 2019	Future Series 2020	Future Series 2021	Future Series 2022	Future Series 2023	Total Future Bond Series	Total Series 2018A Subordinate Bonds and Future Bond Series
SENIOR BONDS									
Sources of funds									
Par amount		\$ 111,375	\$ 977,090	\$ 898,665	\$ 888,575	\$ 234,260	\$ -	\$ 3,109,965	\$ 3,109,965
Reoffering premium		-	-	-	-	-	-	-	-
Total sources of funds		\$ 111,375	\$ 977,090	\$ 898,665	\$ 888,575	\$ 234,260	\$ -	\$ 3,109,965	\$ 3,109,965
Uses of funds									
Project costs funded with bond proceeds		\$ 95,000	\$ 838,060	\$ 759,247	\$ 792,324	\$ 208,188	\$ -	\$ 2,692,819	\$ 2,692,819
Capitalized interest		4,455	59,601	65,714	24,031	6,791	-	160,592	160,592
Debt service reserve fund deposit		11,137	72,588	67,412	65,998	17,638	-	234,773	234,773
Costs of issuance		334	2,931	2,696	2,666	703	-	9,330	9,330
Underwriters discount		445	3,908	3,595	3,554	937	-	12,440	12,440
Contingency		3	1	2	2	2	-	11	11
Total uses of funds		\$ 111,375	\$ 977,090	\$ 898,665	\$ 888,575	\$ 234,260	\$ -	\$ 3,109,965	\$ 3,109,965
SUBORDINATE BONDS									
Sources of funds									
Par amount	\$ 412,095	\$ 223,745	\$ 561,365	\$ 383,215	\$ 520,135	\$ 227,965	\$ 192,055	\$ 2,108,480	\$ 2,520,575
Reoffering premium	53,443	-	-	-	-	-	-	-	53,443
Total sources of funds	\$ 465,538	\$ 223,745	\$ 561,365	\$ 383,215	\$ 520,135	\$ 227,965	\$ 192,055	\$ 2,108,480	\$ 2,574,018
Uses of funds									
Project costs funded with bond proceeds	\$ 400,000	\$ 192,250	\$ 426,090	\$ 293,028	\$ 398,626	\$ 187,970	\$ 168,956	\$ 1,666,920	\$ 2,066,920
Capitalized interest	33,670	13,411	88,428	58,028	78,575	21,416	7,621	267,480	301,150
Debt service reserve fund deposit	28,979	16,515	42,915	29,475	39,289	16,982	14,130	159,306	188,285
Costs of issuance	1,236	671	1,684	1,150	1,560	684	576	6,325	7,562
Underwriters discount	1,648	895	2,245	1,533	2,081	912	768	8,434	10,082
Contingency	4	3	3	1	4	2	2	15	18
Total uses of funds	\$ 465,538	\$ 223,745	\$ 561,365	\$ 383,215	\$ 520,135	\$ 227,965	\$ 192,055	\$ 2,108,480	\$ 2,574,018

Source: Public Resources Advisory Group.

Exhibit C
PLEDGED REVENUES
Los Angeles International Airport
Fiscal Years Ending June 30
(dollars in thousands)

The forecasts presented in this exhibit were prepared using information from the sources identified and assumptions provided by, or reviewed with and agreed to by, Department management, as described in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

	Actual		Forecast					
	2017	2018	2019	2020	2021	2022	2023	2024
Airline Revenues								
Terminal Building rentals (a)	\$ 413,171	\$ 459,790	\$ 503,464	\$ 569,742	\$ 699,318	\$ 791,176	\$ 825,593	\$ 870,178
Landing and apron fees	261,639	288,504	310,853	344,657	380,031	392,739	412,709	502,949
Total Airline Revenues	\$ 674,810	\$ 748,294	\$ 814,317	\$ 914,399	\$ 1,079,348	\$ 1,183,915	\$ 1,238,302	\$ 1,373,127
Annual increase/(decrease)	8.3%	10.9%	8.8%	12.3%	18.0%	9.7%	4.6%	10.9%
Aviation Revenues (b)								
Land rentals (c)	\$ 98,563	\$ 100,186	\$ 102,483	\$ 102,293	\$ 98,291	\$ 101,240	\$ 104,277	\$ 107,405
Building rent (d)	80,211	82,654	79,983	80,412	72,412	74,584	76,822	79,127
Aircraft parking	2,582	2,340	2,449	2,549	2,647	2,746	2,846	2,947
Fuel fees	556	469	491	511	531	551	571	591
Other aviation revenue (e)	3,231	6,055	6,337	6,596	6,850	7,106	7,364	7,624
Total Aviation Revenues	\$ 185,142	\$ 191,704	\$ 191,743	\$ 192,361	\$ 180,731	\$ 186,227	\$ 191,880	\$ 197,694
Annual increase/(decrease)	2.5%	3.5%	0.0%	0.3%	-6.0%	3.0%	3.0%	3.0%
Concession Revenues								
Auto parking (f)	\$ 96,696	\$ 96,171	\$ 95,161	\$ 97,679	\$ 100,011	\$ 102,283	\$ 104,484	\$ 111,490
Rental cars	87,433	97,400	95,582	95,658	97,942	100,167	102,323	109,641
Duty free	76,066	75,000	80,754	85,928	90,807	95,754	100,753	105,794
Duty paid terminal concessions								
Food & beverage	\$ 23,172	\$ 25,345	\$ 26,966	\$ 31,140	\$ 33,478	\$ 35,950	38,560	41,318
Retail	11,131	12,131	12,907	14,905	16,024	17,207	18,456	19,776
Terminal commercial management	43,252	47,893	50,957	58,843	63,261	67,933	72,864	78,076
Duty paid terminal concessions total	\$ 77,555	\$ 85,369	\$ 90,831	\$ 104,888	\$ 112,762	\$ 121,090	\$ 129,880	\$ 139,169
Commercial vehicles revenue (g)	58,796	56,234	59,251	62,035	64,786	67,583	70,418	73,299
Foreign exchange	9,150	8,490	8,945	9,366	9,781	10,203	10,631	11,066
Telecommunications	1,991	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Other concession revenue (h)	5,958	6,446	6,792	7,111	7,426	7,747	8,072	8,402
Terminal advertising	27,977	26,806	27,342	28,447	29,596	30,188	30,792	31,408
Total Concession Revenues	\$ 441,622	\$ 452,916	\$ 465,658	\$ 492,111	\$ 514,111	\$ 536,016	\$ 558,353	\$ 591,269
Annual increase/(decrease)	10.8%	2.6%	2.8%	5.7%	4.5%	4.3%	4.2%	5.9%

Exhibit C (Page 2 of 2)

PLEDGED REVENUES

Los Angeles International Airport

Fiscal years ending June 30th

(dollars in thousands)

	Actual		Forecast					
	2017	2018	2019	2020	2021	2022	2023	2024
Airport Sales and Services								
Accommodations	\$ 58	\$ 43	\$ 44	\$ 45	\$ 46	\$ 47	\$ 48	\$ 49
Other sales & services	3,183	3,641	3,714	3,788	3,864	3,941	4,020	4,100
CTS Contributions (i)	-	-	-	-	-	-	-	17,797
Total Airport Sales and Services	\$ 3,241	\$ 3,684	\$ 3,758	\$ 3,833	\$ 3,910	\$ 3,988	\$ 4,068	\$ 21,946
Annual increase/(decrease)	14.2%	13.7%	2.0%	2.0%	2.0%	2.0%	2.0%	439.5%
Miscellaneous Revenues								
Build America Bonds subsidy (Series 2009C)	\$ 6,148	\$ 6,060	\$ 6,386	\$ 6,210	\$ 6,024	\$ 5,828	\$ 5,592	\$ 5,345
Build America Bonds subsidy (Series 2010C)	1,465	1,364	1,465	1,465	1,465	1,465	1,465	1,465
Miscellaneous revenues (j)	27,160	5,487	5,597	5,709	5,823	5,939	6,058	6,179
Total Miscellaneous Revenues	\$ 34,773	\$ 12,911	\$ 13,448	\$ 13,384	\$ 13,312	\$ 13,232	\$ 13,115	\$ 12,989
Annual increase/(decrease)	214.5%	-62.9%	4.2%	-0.5%	-0.5%	-0.6%	-0.9%	-1.0%
Investment Earnings (k)	\$ 3,139	\$ 19,832	\$ 21,940	\$ 26,027	\$ 31,670	\$ 34,353	\$ 37,434	\$ 39,032
Total Pledged Revenues	\$ 1,342,728	\$ 1,429,340	\$ 1,510,864	\$ 1,642,116	\$ 1,823,083	\$ 1,957,731	\$ 2,043,152	\$ 2,236,058
Annual increase/(decrease)	8.7%	6.5%	5.7%	8.7%	11.0%	7.4%	4.4%	9.4%

(a) Net of Tier 2 Revenue Sharing credits.

(b) Other than Airline Terminal rentals, landing fees, and apron fees.

(c) Includes revenues associated with the Park One property. Reflects an estimated \$4.0 million decrease in FY 2021 for land that is being re-purposed for certain Airport capital projects.

(d) Includes (1) passenger terminal building rents from entities other than airlines and (2) rents from buildings other than the passenger terminals. Reflects an estimated \$2.7 million decrease in FY 2019 and an estimated \$8.0 million decrease in FY 2021 for buildings, hangars, and warehouses on land that is being re-purposed for certain Airport capital projects.

(e) Includes TSA revenue and other aviation fees.

(f) Decrease in FY 2019 revenues related to combination of reduction in Lot C spaces (for LAMP construction) and expected increase in CTA parking revenues. Parking revenues for Lot C are expected to increase in FY 2024 following the completion of LAMP and various CTA construction.

(g) Includes bus, limousine, taxi cab, and transportation network company (e.g. Uber/Lyft) revenues.

(h) Includes, among other items, luggage carts and automated teller machine revenue.

(i) CTS Contributions used to pay a portion of annual estimated APM Capital AP and APM O&M AP.

(j) FY 2017 amount includes one-time \$21.0 million payroll reimbursement associated with Ontario International Airport.

(k) FY 2017 amount reflects a decrease from FY 2016 related to fair market value assessment for accounting purposes. Actual FY 2016 amount was \$18.3 million. Interest earnings counted as Pledged Revenues is estimated to be closer to FY 2016 level in FY 2018.

Exhibit C-1
AIRLINE REVENUES AND COST PER ENPLANED PASSENGER
Los Angeles International Airport
Fiscal Years Ending June 30
(amounts in thousands, except cost per enplaned passenger)

The forecasts presented in this exhibit were prepared using information from the sources identified and assumptions provided by, or reviewed with and agreed to by, Department management, as described in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

	Actual		Forecast						
	2017	2018	2019	2020	2021	2022	2023	2024	
AIRLINE REVENUES									
Airline Terminal Rentals	\$ 413,171	\$ 460,395	\$ 508,812	\$ 588,919	\$ 704,421	\$ 791,176	\$ 843,483	\$ 891,283	
Less: Tier Two Revenue Sharing (a)	(4,735)	(605)	(5,348)	(19,177)	(5,103)	-	(17,890)	(21,105)	
Net Airline Terminal Rentals	\$ 408,436	\$ 459,790	\$ 503,464	\$ 569,742	\$ 699,318	\$ 791,176	\$ 825,593	\$ 870,178	
Less: Airline Lounge Payments	(22,664)	(22,609)	(23,928)	(27,571)	(32,882)	(36,626)	(39,090)	(41,355)	
Net Airline Terminal Payments -- Aeronautical	\$ 385,772	\$ 437,181	\$ 479,536	\$ 542,171	\$ 666,436	\$ 754,550	\$ 786,503	\$ 828,823	
Signatory Airline Landing and Apron Fees	261,535	288,504	310,853	344,657	380,031	392,739	412,709	502,949	
Subtotal Signatory Airline Revenues	\$ 647,307	\$ 725,685	\$ 790,389	\$ 886,828	\$ 1,046,466	\$ 1,147,289	\$ 1,199,212	\$ 1,331,772	
Non-Signatory landing fees (b)	104	-	-	-	-	-	-	-	
Less: Landing Fees associated with all-cargo carriers	(22,552)	(26,312)	(28,209)	(30,422)	(32,719)	(33,749)	(35,556)	(43,200)	
Total Passenger Airline Revenues	\$ 624,858	\$ 699,373	\$ 762,180	\$ 856,406	\$ 1,013,747	\$ 1,113,539	\$ 1,163,656	\$ 1,288,572	
Enplaned passengers	41,602	43,113	44,535	45,713	46,804	47,868	48,898	49,900	
Airline cost per enplaned passenger	\$ 15.02	\$ 16.22	\$ 17.11	\$ 18.73	\$ 21.66	\$ 23.26	\$ 23.80	\$ 25.82	

(a) Pursuant to the Rate Agreement, the following amounts, if any, are credited to Signatory Airlines as Tier Two Revenue Sharing: (1) amounts in the Terminal Renewal and Improvement Fund above the maximum balance specified in the Rate Agreement and (2) Net Terminal Cash Flow generated each year above the annual maximum specified in the Rate Agreement.

(b) None assumed in the forecast.

Exhibit C-2
AIRLINE TERMINAL RENTALS
Los Angeles International Airport
(dollars in thousands)

The forecasts presented in this exhibit were prepared using information from the sources identified and assumptions provided by, or reviewed with and agreed to by, Department management, as described in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

	Forecast						
	2018	2019	2020	2021	2022	2023	2024
Calendar Year Basis (a)							
Demised Premises	\$ 312,205	\$ 353,044	\$ 449,832	\$ 534,455	\$ 584,105	\$ 613,607	\$ 656,813
Common Use Fees	35,009	36,727	47,701	54,957	60,062	63,095	67,539
Federal Inspection Service Fees	114,838	125,950	139,419	156,813	165,930	173,848	180,969
Terminal Special Charges	12,227	12,460	12,704	12,960	13,069	13,250	13,445
Prior Leases	15,163	-	-	-	-	-	-
Total airline terminal rentals (CY basis)	\$ 489,442	\$ 528,181	\$ 649,656	\$ 759,186	\$ 823,166	\$ 863,800	\$ 918,766
Fiscal Year Basis (b)							
Total airline terminal rentals (FY basis)	\$ 460,395	\$ 508,812	\$ 588,919	\$ 704,421	\$ 791,176	\$ 843,483	\$ 891,283

Note: The total airline terminal rentals (FY basis) differs from the amount shown in Exhibit C as a result of Tier 2 revenue sharing, which can be seen on Exhibit C-1.

(a) Terminal rentals are charged on a calendar year basis.

(b) Fiscal year amounts shown for inclusion in overall Airport financial forecasts (which are on a Fiscal Year basis).

Exhibit C-3
LANDING AND APRON FEES
Los Angeles International Airport
Fiscal Years Ending June 30
(in thousands, except for rates)

The forecasts presented in this exhibit were prepared using information from the sources identified and assumptions provided by, or reviewed with and agreed to by, Department management, as described in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

	Budget (a)		Forecast				
	2018	2019	2020	2021	2022	2023	2024
LANDING FEE							
Operating Expense	\$ 162,278	\$ 170,433	\$ 178,969	\$ 187,932	\$ 197,343	\$ 207,225	\$ 225,385
Amortization Expense	16,135	20,045	26,928	31,907	32,927	34,011	45,056
Senior Debt Service	2,802	3,618	1,079	1,067	1,067	1,066	1,067
Subordinate Debt Service	54,209	61,081	68,169	75,011	74,936	80,379	120,474
Less: Credit for Build America Bonds subsidy (Series 2009C)	(6,060)	(6,386)	(6,210)	(6,024)	(5,828)	(5,592)	(5,345)
Less: Credit for Build America Bonds subsidy (Series 2010C)	(1,364)	(1,465)	(1,465)	(1,465)	(1,465)	(1,465)	(1,465)
Debt Service Coverage (b)	-	-	-	-	-	-	-
M&O Reserve	2,223	2,051	3,079	3,558	2,778	2,779	3,140
Van Nuys Reliever Net Costs	3,608	4,100	4,622	5,178	5,768	6,394	7,058
Total Airfield Requirement	\$ 233,832	\$ 253,476	\$ 275,172	\$ 297,164	\$ 307,525	\$ 324,797	\$ 395,370
Total Landed Weight (c)	64,600	66,216	67,567	68,789	69,962	71,077	72,145
Landing Fee Rate (d)	\$ 3.62	\$ 3.83	\$ 4.07	\$ 4.32	\$ 4.40	\$ 4.57	\$ 5.48
APRON FEE							
Operating Expense	\$ 42,555	\$ 44,693	\$ 46,931	\$ 49,282	\$ 51,750	\$ 54,341	\$ 59,258
Amortization Expense	3,223	3,434	9,516	12,904	12,827	12,755	16,094
Senior Debt Service	784	1,014	298	295	295	295	295
Subordinate Debt Service	7,528	7,697	11,933	19,452	19,613	19,792	31,108
Debt Service Coverage (b)	-	-	-	-	-	-	-
M&O Reserve	583	538	808	933	728	729	823
Total Apron Requirement	\$ 54,672	\$ 57,376	\$ 69,485	\$ 82,866	\$ 85,214	\$ 87,912	\$ 107,579
Passenger Aircraft Landed Weight (c)(d)	55,517	57,229	58,446	59,534	60,575	61,559	62,499
Apron Fee Rate	\$ 0.98	\$ 1.00	\$ 1.19	\$ 1.39	\$ 1.41	\$ 1.43	\$ 1.72
Combined Rate	\$ 4.60	\$ 4.83	\$ 5.26	\$ 5.71	\$ 5.80	\$ 6.00	\$ 7.20

(a) Source: City of Los Angeles, Department of Airports.

(b) Debt service coverage is 0.25x for Senior Debt Service and 0.15x for Subordinate Debt Service. Only debt service coverage above and beyond amortization expenses, if any, is included in the Landing Fee and Apron Fee calculations.

(c) Landed weight reflected for FY 2018 (for purposes of this exhibit) is equal to the amount in the Department's FY 2018 Budget, which is different from the forecast FY 2018 landed weight in this Report.

(d) Landed weight associated with remote commuter operations is excluded for purposes of the Apron Fee calculation, so passenger aircraft landed weight on this exhibit is different from forecast passenger aircraft landed weight in this Report.

Exhibit D
LAX MAINTENANCE AND OPERATION EXPENSES
Los Angeles International Airport
Fiscal Years Ending June 30
(dollars in thousands)

The forecasts presented in this exhibit were prepared using information from the sources identified and assumptions provided by, or reviewed with and agreed to by, Department management, as described in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

	Actual	Budget (a)	Forecast					
	2017	2018	2019	2020	2021	2022	2023	2024
BY TYPE OF EXPENSE								
Salaries and Benefits (b)	\$ 438,153	\$ 417,960	\$ 438,858	\$ 470,239	\$ 506,500	\$ 534,806	\$ 563,125	\$ 595,100
Contractual Services (c)	203,277	226,972	238,321	255,362	275,054	290,425	305,804	354,257
Administrative Services	2,905	5,275	5,538	5,934	6,392	6,749	7,107	7,500
Materials and Supplies	43,830	52,606	55,236	59,186	63,750	67,313	70,877	74,900
Utilities	36,043	41,820	43,911	47,051	50,679	53,512	56,345	59,500
Advertising and Public Relations	2,988	745	783	839	903	954	1,004	1,100
Other Operating Expenses	19,889	16,740	17,577	18,834	20,287	21,420	22,554	23,800
Subtotal	\$ 747,085	\$ 762,118	\$ 800,224	\$ 857,445	\$ 923,565	\$ 975,179	\$ 1,026,816	\$ 1,116,157
Less: Administrative expenses allocated to other airports	(4,585)	(3,208)	(3,178)	(3,274)	(3,372)	(3,473)	(3,577)	(3,685)
Operating Expenses	\$ 742,500	\$ 758,910	\$ 797,046	\$ 854,171	\$ 920,193	\$ 971,706	\$ 1,023,239	\$ 1,112,472
Less: Other adjustments (d)	(17,310)	-	-	-	-	-	-	-
LAX M&O Expenses	\$ 725,190	\$ 758,910	\$ 797,046	\$ 854,171	\$ 920,193	\$ 971,706	\$ 1,023,239	\$ 1,112,472
Annual increase/(decrease)		4.6%	5.0%	7.2%	7.7%	5.6%	5.3%	8.7%
Equipment/Vehicles		12,626	13,257	14,205	15,300	16,156	17,011	18,000
Total LAX M&O Expenses + Equipment/Vehicles		\$ 771,536	\$ 810,303	\$ 868,376	\$ 935,493	\$ 987,862	\$ 1,040,250	\$ 1,130,472
SUMMARY BY COST CENTER								
Terminal Building		\$ 377,070	\$ 396,020	\$ 433,347	\$ 478,679	\$ 508,173	\$ 533,618	\$ 575,243
Apron Area		42,555	44,693	46,931	49,282	51,750	54,341	59,258
Airfield Area		162,278	170,433	178,969	187,932	197,343	207,225	225,385
Aviation		56,515	59,355	62,328	65,449	68,726	72,168	84,509
Commercial		108,073	113,504	119,189	125,158	131,425	140,932	152,556
Other / Exclusions		25,046	26,299	27,612	28,992	30,443	31,965	33,564
Total LAX M&O Expenses + Equipment/Vehicles		\$ 771,536	\$ 810,303	\$ 868,376	\$ 935,493	\$ 987,862	\$ 1,040,250	\$ 1,130,472

- (a) Source: City of Los Angeles, Department of Airports. LAX M&O Expenses + Equipment/Vehicles for FY 2018 does not tie exactly to the Department's Adopted Budget for FY 2018 due to certain adjustments related to capitalized salaries and benefits and other similar adjustments. As a result these numbers do not match exactly to Table 14 of the Official Statement.
- (b) Actual FY 2017 includes \$17.2 million GASB 68 pension liability amount that is deducted below in the "other adjustments" line, and is only shown for FY 2017 so that Operating Expenses are consistent with Table 11 of the Official Statement. The GASB 68 pension liability amount (or corresponding deduction below is not forecast (not reflected in FY 2018-FY 2024).
- (c) Starting in FY 2024, Contractual Services line includes the estimated APM O&M AP. The Department currently expects that the APM O&M AP would be treated as LAX M&O Expenses.
- (d) Includes expenses excluded from LAX M&O Expenses, including certain expenses paid with grants/other sources. Actual FY 2017 amount also includes the deduction of \$17.2 million of GASB 68 pension liability. Other adjustments are not forecast as they are not expected to have a material impact on future LAX M&O Expenses.

Exhibit E
DEBT SERVICE
Los Angeles International Airport
Fiscal Years Ending June 30
(dollars in thousands)

The forecasts presented in this exhibit were prepared using information from the sources identified and assumptions provided by, or reviewed with and agreed to by, Department management, as described in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

		Forecast						
		2018	2019	2020	2021	2022	2023	2024
SENIOR BOND DEBT SERVICE (a)								
Existing Senior Bond Debt Service								
Series 2008A		\$ 28,957	\$ 14,222	\$ 14,222	\$ 14,222	\$ 14,222	\$ 14,222	\$ 33,177
Series 2009A		20,896	29,720	23,191	30,410	22,827	22,829	23,035
Series 2010A		61,891	58,651	67,204	62,849	59,817	57,221	57,271
Series 2010D		51,877	52,044	52,226	59,889	62,876	65,469	65,470
Series 2012A		11,427	11,261	9,884	6,587	6,588	6,595	6,592
Series 2012B		9,075	9,074	9,072	9,072	9,073	9,071	9,070
Series 2012C		6,895	10,143	-	-	-	-	-
Series 2013A		8,534	8,534	8,534	8,534	8,534	8,534	15,154
Series 2015A		15,748	17,565	17,573	17,564	17,563	17,564	17,567
Series 2015B		3,136	3,139	3,138	3,140	3,136	3,136	3,139
Series 2015D		20,509	20,511	20,522	20,508	20,518	20,514	20,523
Series 2015E		2,148	2,148	2,153	2,149	2,151	2,145	2,148
Series 2016C		10,132	16,041	25,353	18,123	25,749	25,746	5,753
Total Existing Senior Bond Debt Service	[A]	\$ 251,224	\$ 253,053	\$ 253,072	\$ 253,047	\$ 253,055	\$ 253,048	\$ 258,899
Future Senior Bond Debt Service								
Future Series 2018C		\$ -	\$ 2,487	\$ 11,467	\$ 11,467	\$ 11,467	\$ 11,467	\$ 11,467
Future Series 2019		-	-	34,576	72,588	72,588	72,588	72,588
Future Series 2020		-	-	4,961	41,298	47,265	59,399	67,412
Future Series 2021		-	-	-	18,102	53,069	61,309	65,998
Future Series 2022		-	-	-	-	2,261	15,928	17,638
Total Future Senior Bond Debt Service	[B]	\$ -	\$ 2,487	\$ 51,004	\$ 143,455	\$ 186,651	\$ 220,691	\$ 235,103
Total Senior Bond Debt Service	[C]=[A]+[B]	\$ 251,224	\$ 255,540	\$ 304,076	\$ 396,503	\$ 439,706	\$ 473,739	\$ 494,002
Less: PFC revenues used to pay Senior Bond Debt Service (b)	[D]	\$ (133,703)	\$ (147,680)	\$ (159,211)	\$ (159,290)	\$ (174,774)	\$ (194,878)	\$ (236,197)
Senior Aggregate Annual Debt Service (a)	[E]=[C]+[D]	\$ 117,521	\$ 107,860	\$ 144,866	\$ 237,213	\$ 264,932	\$ 278,861	\$ 257,805
Allocation to Direct Cost Centers								
Terminal Building		\$ 104,280	\$ 92,180	\$ 134,003	\$ 226,380	\$ 254,101	\$ 268,029	\$ 246,973
Apron Area		784	1,014	298	295	295	295	295
Airfield Area		2,802	3,618	1,079	1,067	1,067	1,066	1,067
Aviation		3,021	3,935	1,086	1,082	1,081	1,080	1,082
Commercial		6,633	7,112	8,400	8,389	8,388	8,391	8,388
Senior Aggregate Annual Debt Service	= [E]	\$ 117,521	\$ 107,860	\$ 144,866	\$ 237,213	\$ 264,932	\$ 278,861	\$ 257,805

Exhibit E (page 2 of 2)

DEBT SERVICE

Los Angeles International Airport

Fiscal Years Ending June 30 (dollars in thousands)

		Forecast						
		2018	2019	2020	2021	2022	2023	2024
SUBORDINATE OBLIGATIONS DEBT SERVICE (a)								
Existing Subordinate Obligations Debt Service								
Series 2008C	\$	6,191	\$ 6,195	-	-	-	-	-
Series 2009C		27,617	27,446	27,267	27,086	26,900	26,661	26,423
Series 2009E		4,793	4,796	4,793	-	-	-	-
Series 2010B		6,734	6,734	6,734	8,414	8,605	8,842	9,083
Series 2010C		4,187	4,187	4,187	4,187	4,187	4,187	4,187
Series 2013B		5,274	5,274	5,274	5,275	5,270	5,270	5,274
Series 2015C		9,784	9,785	15,979	15,979	15,978	14,404	14,399
Series 2016A		20,431	20,434	20,431	20,431	20,435	20,449	20,444
Series 2016B		4,516	15,520	22,641	29,597	29,597	29,596	29,595
Series 2017A		1,804	6,402	10,496	16,471	16,471	16,472	16,474
Series 2017B		3,562	6,432	6,432	6,432	6,432	6,432	6,430
Commercial Paper		5,250	5,250	5,250	5,250	5,250	5,250	5,250
Total Existing Subordinate Obligations Debt Service	[F]	\$ 100,142	\$ 118,453	\$ 129,484	\$ 139,121	\$ 139,126	\$ 137,561	\$ 137,558
Future Subordinate Aggregate Annual Debt Service								
Proposed Series 2018A	-	\$ 2,752	\$ 15,072	\$ 28,979	\$ 28,979	\$ 28,979	\$ 28,979	\$ 28,979
Future Series 2018C	-	2,403	15,027	16,429	16,429	16,429	16,429	16,429
Future Series 2019	-	-	16,021	22,181	22,181	22,181	22,181	40,927
Future Series 2020	-	-	1,073	9,957	10,215	10,820	27,663	
Future Series 2021	-	-	-	6	9	5,086	35,957	
Future Series 2022	-	-	-	-	-	1,478	15,440	
Future Series 2023	-	-	-	-	-	33	12,696	
Future estimated APM Capital AP (c)	-	-	-	-	-	-	65,228	
Less: PFC Revenues used to pay Subordinate Debt Service (b)	-	-	-	-	-	-	(25,000)	
Less: CFC Revenues used to pay estimated APM System Capital Costs	-	-	-	-	-	-	(26,914)	
Future Subordinate Aggregate Annual Debt Service	[G]	\$ -	\$ 5,155	\$ 47,193	\$ 77,551	\$ 77,813	\$ 85,005	\$ 191,402
Subordinate Aggregate Annual Debt Service (a)	[H]=[F]+[G]	\$ 100,142	\$ 123,607	\$ 176,676	\$ 216,673	\$ 216,938	\$ 222,566	\$ 328,960
Allocation to Direct Cost Centers								
Terminal Building	\$	27,156	\$ 46,112	\$ 76,371	\$ 99,740	\$ 99,810	\$ 99,813	\$ 126,776
Apron Area		7,525	7,697	11,933	19,452	19,613	19,792	31,108
Airfield Area		57,773	61,081	68,169	75,011	74,936	80,379	120,474
Aviation		2,389	3,066	10,602	12,089	12,161	12,165	40,518
Commercial		5,298	5,652	9,601	10,380	10,418	10,418	10,084
Subordinate Aggregate Annual Debt Service	=[H]	\$ 100,142	\$ 123,607	\$ 176,676	\$ 216,673	\$ 216,938	\$ 222,566	\$ 328,960
TOTAL DEBT SERVICE	=[E]+[H]	\$ 217,663	\$ 231,467	\$ 321,542	\$ 453,885	\$ 481,870	\$ 501,427	\$ 586,765

(a) As defined in the Senior and Subordinate Indentures, for purposes of meeting the Senior and Subordinate Rate Covenants, Senior Aggregate Annual Debt Service and Subordinate Aggregate Annual Debt Service is net of PFC Revenues and CFC Revenues used to pay debt service, and is also net of capitalized interest.

(b) The amount of PFC revenues reflected on this exhibit to pay debt service is based on (1) existing approvals from the FAA and (2) the assumption that the Department will apply for and receive FAA approval to use PFC revenues for debt service associated with certain future projects.

(c) As agreed with the Department, for purposes of the financial forecasts, the APM Capital AP's were assumed to be Subordinate Obligations under the Subordinate Indenture.

Sources: Existing series debt service, PFCs and CFCs used to pay debt service, and APM Capital AP: the Department. Future series debt service: Public Resources Advisory Group.

Exhibit F
FLOW OF FUNDS AND DEBT SERVICE COVERAGE
Los Angeles International Airport
Fiscal Years Ending June 30
(amounts in thousands, except coverage ratios)

The forecasts presented in this exhibit were prepared using information from the sources identified and assumptions provided by, or reviewed with and agreed to by, Department management, as described in the accompanying text. Inevitably, some of the assumptions used to develop the forecasts will not be realized and unanticipated events and circumstances may occur. Therefore, there are likely to be differences between the forecast and actual results, and those differences may be material.

			Forecast												
			2018	2019	2020	2021	2022	2023	2024						
FLOW OF FUNDS															
Pledged Revenues															
Airline Revenues		\$	748,294	\$	814,317	\$	914,399	\$	1,079,348	\$	1,183,915	\$	1,238,302	\$	1,373,127
Aviation Revenues			191,704		191,743		192,361		180,731		186,227		191,880		197,694
Concession Revenues			452,916		465,658		492,111		514,111		536,016		558,353		591,269
Airport Sales & Services			3,684		3,758		3,833		3,910		3,988		4,068		21,946
Miscellaneous Revenues			12,911		13,448		13,384		13,312		13,232		13,115		12,989
Investment Earnings			19,832		21,940		26,027		31,670		34,353		37,434		39,032
Total Pledged Revenues	[A]	\$	1,429,340	\$	1,510,864	\$	1,642,116	\$	1,823,083	\$	1,957,731	\$	2,043,152	\$	2,236,058
LAX M&O Expenses	[B]		758,910		797,046		854,171		920,193		971,706		1,023,239		1,112,472
Net Pledged Revenues	[C]=[A]-[B]	\$	670,430	\$	713,818	\$	787,945	\$	902,890	\$	986,025	\$	1,019,913	\$	1,123,586
Remaining Flow of Funds costs															
Senior Aggregate Annual Debt Service (a)	[D]	\$	117,521	\$	107,860	\$	144,866	\$	237,213	\$	264,932	\$	278,861	\$	257,805
Subordinate Aggregate Annual Debt Service (b)	[E]		100,142		123,607		176,676		216,673		216,938		222,566		328,960
M&O Reserve	[F]		8,497		9,434		14,166		16,369		12,778		12,784		14,445
Total - Remaining Flow of Funds costs	[G]=[D]+[E]+[F]	\$	226,160	\$	240,901	\$	335,708	\$	470,254	\$	494,648	\$	514,211	\$	601,211
Net revenues remaining (c)	[H]=[C]-[G]	\$	444,270	\$	472,917	\$	452,237	\$	432,635	\$	491,377	\$	505,702	\$	522,375

Exhibit F (page 2 of 2)

FLOW OF FUNDS AND DEBT SERVICE COVERAGE

Los Angeles International Airport

Fiscal Years Ending June 30 (dollars in thousands)

		Forecast						
		2018	2019	2020	2021	2022	2023	2024
DEBT SERVICE COVERAGE								
Senior Bond Debt Service Coverage								
Pledged Revenues	= [A]	\$ 1,429,340	\$ 1,510,864	\$ 1,642,116	\$ 1,823,083	\$ 1,957,731	\$ 2,043,152	\$ 2,236,058
LAX M&O Expenses	= [B]	758,910	797,046	854,171	920,193	971,706	1,023,239	1,112,472
Net Pledged Revenues	[C] = [A] - [B]	\$ 670,430	\$ 713,818	\$ 787,945	\$ 902,890	\$ 986,025	\$ 1,019,913	\$ 1,123,586
Senior Aggregate Annual Debt Service (a)	= [D]	117,521	107,860	144,866	237,213	264,932	278,861	257,805
Senior Bond Debt Service Coverage (d)	= [C] / [D]	5.70	6.62	5.44	3.81	3.72	3.66	4.36
Subordinate Obligation Debt Service Coverage								
Net Pledged Revenues	= [C]	\$ 670,430	\$ 713,818	\$ 787,945	\$ 902,890	\$ 986,025	\$ 1,019,913	\$ 1,123,586
Less: Senior Aggregate Annual Debt Service	= [D]	117,521	107,860	144,866	237,213	264,932	278,861	257,805
Net Subordinate Pledged Revenues	[H] = [C] - [D]	\$ 552,909	\$ 605,958	\$ 643,080	\$ 665,677	\$ 721,093	\$ 741,052	\$ 865,781
Subordinate Aggregate Annual Debt Service (b)	= [E]	\$ 100,142	\$ 123,607	\$ 176,676	\$ 216,673	\$ 216,938	\$ 222,566	\$ 328,960
Subordinate Obligation Debt Service Coverage (d)	= [H] / [E]	5.52	4.90	3.64	3.07	3.32	3.33	2.63
Total Debt Service Coverage								
Net Pledged Revenues	= [C]	\$ 670,430	\$ 713,818	\$ 787,945	\$ 902,890	\$ 986,025	\$ 1,019,913	\$ 1,123,586
Senior and Subordinate Aggregate Annual Debt Service	[I] = [D] + [E]	\$ 217,663	\$ 231,467	\$ 321,542	\$ 453,885	\$ 481,870	\$ 501,427	\$ 586,765
Total Debt Service Coverage (d)	= [C] / [I]	3.08	3.08	2.45	1.99	2.05	2.03	1.91

(a) Senior Aggregate Annual Debt Service is net of PFC revenues used to pay Senior Debt Service and net of capitalized interest.

(b) Subordinate Aggregate Annual Debt Service is net of PFC revenues and CFC revenues used to pay Subordinate Obligation Debt Service and net of capitalized interest.

(c) These amounts are available to the Department to use for discretionary purposes.

(d) No Transfers were assumed for purposes of calculating debt service coverage ratios.

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APPENDIX B

**ANNUAL FINANCIAL REPORT OF
LOS ANGELES WORLD AIRPORTS
(DEPARTMENT OF AIRPORTS OF
THE CITY OF LOS ANGELES, CALIFORNIA)
LOS ANGELES INTERNATIONAL AIRPORT
FOR THE FISCAL YEARS ENDED JUNE 30, 2017 AND 2016**

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Los Angeles
International Airport



Department of Airports
Los Angeles, California

Fiscal years ended June 30, 2017 and 2016





Board of Airport Commissioners, Elected City Officials, and Los Angeles World Airports Executive Staff



Sean O. Burton
President



Valeria C. Velasco
Vice President



Gabriel L. Eshaghian
Commissioner



Thomas S. Sayles
Commissioner



Beatrice C. Hsu
Commissioner



Jeffery J. Daar
Commissioner



Cynthia A. Telles
Commissioner



Deborah Flint
Chief Executive Officer

CITY OF LOS ANGELES ELECTED OFFICIALS

Eric Garcetti, Mayor
Mike Feuer, City Attorney
Ron Galperin, City Controller

CITY COUNCIL

Herb J. Wesson, Jr., President, District 10
Mitchell Englander, President Pro Tempore, District 12
Nury Martinez, Assistant President Pro Tempore, District 6

Gilbert A. Cedillo, District 1
Paul Krekorian, District 2
Bob Blumenfield, District 3
David E. Ryu, District 4

Paul Koretz, District 5
Monica Rodriguez, District 7
Marqueece Harris-Dawson, District 8
Curren D. Price, Jr., District 9

Mike Bonin, District 11
Mitch O'Farrell, District 13
José Huizar, District 14
Joe Buscaino, District 15

LOS ANGELES WORLD AIRPORTS EXECUTIVE STAFF

Deborah Flint, Chief Executive Officer
Samson Mengitsu, Deputy Executive Director, Chief Operating Officer
Ryan Yakubik, Deputy Executive Director, Chief Financial Officer
Debbie Bowers, Deputy Executive Director, Chief Commercial Officer
Samantha Bricker, Deputy Executive Director, Environmental Programs Group
Michael Christensen, Deputy Executive Director, Facilities Maintenance and Utilities Group
Trevor Daley, Deputy Executive Director, Chief External Affairs Officer
Justin Erbacci, Deputy Executive Director, Chief Innovation and Technology Officer
Patrick Gannon, Deputy Executive Director, Chief of Security and Public Safety
Robert Gilbert, Deputy Executive Director, Chief Development Officer
Cynthia Guidry, Deputy Executive Director, Planning and Development Group
Roger Johnson, Deputy Executive Director, LAMP Program Executive
Aura Moore, Deputy Executive Director, Chief Information Officer
Keith Wilschetz, Deputy Executive Director, Operations and Emergency Management
Raymond Ilgunas, General Counsel



Message from the Chief Executive Officer

I am pleased to present the Annual Financial Report of the Los Angeles International Airport (LAX) for the fiscal year ended June 30, 2017.

Macias Gini & O'Connell LLP, Certified Public Accountants (MGO), audited LAX's financial statements. Based upon its audit, MGO rendered an unmodified opinion that LAX's financial statements, as of and for the fiscal years ended June 30, 2017 and 2016, were fairly presented in conformity with accounting principles generally accepted in the United States of America (GAAP). MGO's report is on pages 1 and 2.

MGO conducted an additional audit to determine LAX's compliance with the requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies* and concluded that LAX complied in all material respects with the requirements that could have a material effect on its passenger facility charge program for the fiscal year ended June 30, 2017. MGO's report is on pages 107 and 108.

MGO also conducted a third audit to determine LAX's compliance with the requirements described in the *California Civil Code Section 1939, as amended by Assembly Bill 2051*, and concluded that LAX complied in all material respects with the requirements that could have a material effect on its customer facility charge program for the fiscal year ended June 30, 2017. MGO's report is on pages 113 and 114.

GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the financial statements in the form of Management's Discussion and Analysis (MD&A). The MD&A is on pages 5 through 33.

The financial condition of LAX depends largely upon the demand for air transportation within the geographical area (the Air Trade Area) served by LAX and management decisions regarding operations and capital investment as they relate to market demand for travel. The Air Trade Area comprises the following five counties: Los Angeles, Orange, Riverside, San Bernardino, and Ventura. LAX is the largest airport in the Air Trade Area. Passenger and cargo traffic at LAX depend on the demographic characteristics and economic activity of the Air Trade Area. LAX is part of a system of Southern California airports - along with Van Nuys Airport and property retained for future aeronautical uses in the City of Palmdale - that are owned and operated by Los Angeles World Airports.

According to Airport Council International (ACI) statistics, in calendar year 2016, LAX ranked as the fourth busiest airport in the world, and second busiest airport in the United States. LAX was named to Skytrax's 2017 list of top 10 most improved airports. The airport offers 737 daily nonstop flights to 100 cities in the U.S. and 1,386 weekly nonstop flights to 88 cities in 44 countries on 73 commercial air carriers. LAX ranks 14th in the world and fifth in the U.S. in air cargo tonnage processed, with more than 2.2 million tons of air cargo valued at over \$101.4 billion. LAX served more than 82.9 million passengers and handled 633,013 passenger flight operations (departures and arrivals) in fiscal year 2017.

Passenger traffic at LAX increased by 6.6% in fiscal year 2017 as compared to fiscal year 2016. Of the 82.9 million passengers that moved in and out of LAX, domestic passengers accounted for 71.1%, while international passengers accounted for 28.9%. Passenger and other traffic activity highlights during the last three fiscal years are discussed in the MD&A.






Deborah Flint
Chief Executive Officer

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Los Angeles World Airports
 (Department of Airports of the City of Los Angeles, California)
Los Angeles International Airport

Annual Financial Report
Fiscal Years Ended June 30, 2017 and 2016

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Financial Section Contents

Independent Auditor's Report

Management's Discussion and Analysis

Financial Statements

Required Supplementary Information





Certified
Public
Accountants

Independent Auditor's Report

To the Members of the Board of Airport Commissioners
City of Los Angeles, California

Report on the Financial Statements

We have audited the accompanying financial statements of the Los Angeles International Airport (LAX), a department component of Los Angeles World Airports (Department of Airports of the City of Los Angeles, California) (LAWA), an Enterprise Fund of the City of Los Angeles (City), as of and for the fiscal years ended June 30, 2017 and 2016, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of LAX as of June 30, 2017 and 2016, and the changes in its financial position and its cash flows for the fiscal years then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matters

Basis of Presentation

As discussed in Note 1, the financial statements of LAX are intended to present the financial position, the changes in financial position, and cash flows of only that portion of the business-type activities and each major fund of the City that is attributable to the transactions of LAX. They do not purport to, and do not, present fairly the financial position of LAWA or the City as of June 30, 2017 and 2016, the changes in their financial position, or, where applicable, their cash flows for the fiscal years then ended in conformity with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Independent Auditor's Report (continued)

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 5 to 33, the schedule of LAX's proportionate share of the net pension liability on page 101, and the schedule of contributions - pension on pages 102 to 104 be presented to supplement the financial statements. Such information, although not part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the financial statements, and other knowledge we obtained during our audits of the financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audits were conducted for the purpose of forming an opinion on the financial statements of LAX. The accompanying compliance section listed in the table of contents is presented for purposes of additional analysis and is not a required part of the financial statements.

The accompanying Schedule of Passenger Facility Charge Revenues and Expenditures and accompanying notes on pages 109 to 112; and Schedule of Customer Facility Charge Revenues and Expenditures and accompanying notes on pages 115 to 117 (collectively Information) are the responsibility of management and were derived from, and relate directly to, the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Information is fairly stated in all material respects in relation to the financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated October 23, 2017, on our consideration of LAX's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering LAX's internal control over financial reporting and compliance.



Los Angeles, California
October 23, 2017





Management's Discussion and Analysis



Los Angeles World Airports

(Department of Airports of the City of Los Angeles, California)

Los Angeles International Airport

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

Los Angeles World Airports (LAWA) is an independent, financially self-sufficient department of the City of Los Angeles, California (City). LAWA is an enterprise fund that owns and operates Los Angeles International Airport (LAX) and Van Nuys Airport (VNY). LAWA also owns approximately 17,750 acres of land located east of USAF Plant 42 in the City of Palmdale, and retains the rights for future development of the Palmdale property. On November 1, 2016, the City transferred, assigned and delivered to Ontario International Airport Authority (OIAA) the City's right, title and interest in and certain of the assets, properties, rights and interests solely used or held solely for use in connection with LAWA's operation of LA/ONT International Airport (ONT) pursuant to the Settlement Agreement described in Note 17 of the notes to the financial statements.

The management of LAWA presents the following narrative overview of LAX's financial activities for the fiscal years ended June 30, 2017 and 2016. This discussion and analysis should be read in conjunction with LAX's financial statements that begin on page 37.

Using This Financial Report

LAX's financial report consists of this management's discussion and analysis (MD&A), and the financial statements that follow after the MD&A. The financial statements include:

The *Statements of Net Position* present information on all of LAX's assets, deferred outflows of resources, liabilities, and deferred inflows of resources at June 30, 2017 and 2016. The difference between (a) assets and deferred outflows of resources, and (b) liabilities and deferred inflows of resources was reported as net position. Over time, increases and decreases in net position may serve as a useful indicator about whether LAX's financial condition is improving or deteriorating.

The *Statements of Revenues, Expenses and Changes in Net Position* present the results of LAX's operations and information showing the changes in net position for the fiscal years ended June 30, 2017 and 2016. These statements can, among other things, be useful indicators of how LAX recovered its costs through rates and charges. All changes in net position were reported when the underlying events occurred, regardless of the timing of the related cash flows. Thus, revenues and expenses were recorded and reported in these statements for some items that will result in cash flows in future periods.

The *Statements of Cash Flows* relate to the inflows and outflows of cash and cash equivalents resulting from operating, noncapital financing, capital and related financing, and investing activities. Consequently, only transactions that affect LAX's cash and cash equivalents accounts were recorded in these statements. At the end of the statements, a reconciliation is provided to assist in understanding the difference between operating income and cash flows from operating activities.

The *Notes to the Financial Statements* present information that is not displayed on the face of the financial statements. Such information is essential to a full understanding of LAX's financial activities.

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Passenger and Other Traffic Activity Highlights

The following table presents a summary of passenger and other traffic for the last three fiscal years:

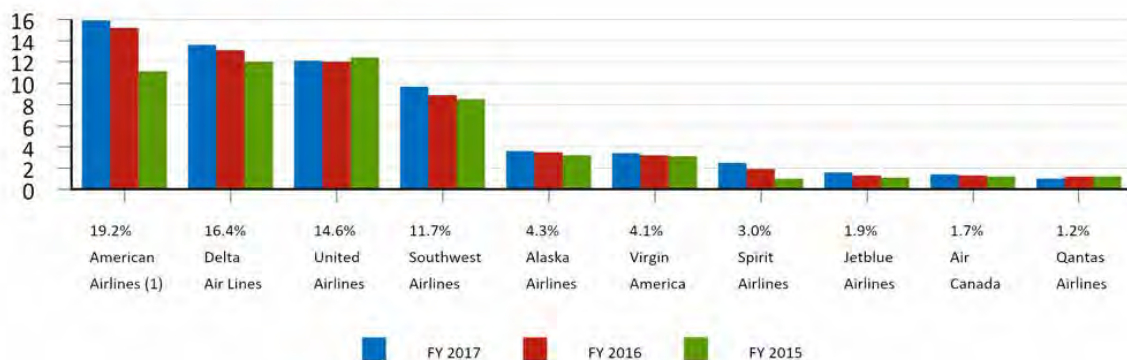
	FY 2017	FY 2016	FY 2015	% Change	
				FY 2017	FY 2016
Total passengers	82,923,839	77,799,530	72,062,730	6.6%	8.0%
Domestic passengers	58,934,016	56,151,106	52,478,111	5.0%	7.0%
International passengers	23,989,823	21,648,424	19,584,619	10.8%	10.5%
Departing passengers	41,602,124	38,952,367	36,114,325	6.8%	7.9%
Arriving passengers	41,321,715	38,847,163	35,948,405	6.4%	8.1%
Passenger flight operations					
Departures	316,704	300,023	291,107	5.6%	3.1%
Arrivals	316,309	299,652	290,920	5.6%	3.0%
Landing weight (thousand lbs)	62,635,426	59,166,582	54,990,272	5.9%	7.6%
Air cargo (tons)					
Mail	107,150	92,675	87,791	15.6%	5.6%
Freight	2,209,063	2,024,248	2,016,438	9.1%	0.4%

Note: Prior years' data may change because of updated available information, however, in order to remain comparable and consistent with the published data, the passenger and other traffic numbers for prior fiscal years are not changed. Fiscal Year (FY) 2017 traffic data is based on information available on August 1, 2017.

Passenger Traffic

The following chart presents the top ten airlines, by number of passengers, for fiscal year 2017 and the comparative passengers for fiscal years 2016 and 2015.

**FY 2017 Top Ten Carriers and Percentage of Market Share
(passengers in millions)**



(1) American Airlines merged with US Airways and combined data was reported starting FY 2016.

Passenger Traffic, Fiscal Year 2017

Passenger traffic at LAX increased by 6.6% in fiscal year 2017 as compared to fiscal year 2016. Of the 82.9 million passengers that moved in and out of LAX, domestic passengers accounted for 71.1%, while international passengers accounted for 28.9%. American Airlines ferried the largest number of passengers at 15.9 million with a 4.6% increase in passenger traffic. Delta Air Lines, ranked second with 13.6 million passengers posted a 3.8% increase in passenger traffic. United Airlines, ranked third with 12.1 million passengers posted a 0.8% increase in passenger traffic. Southwest Airlines (9.7 million) and Alaska Airlines (3.6 million) complete the top five air carriers operating at LAX. Air Canada was the top foreign flag carrier with 1.4 million passengers and was ranked ninth overall.

Passenger Traffic, Fiscal Year 2016

Passenger traffic at LAX increased by 8.0% in fiscal year 2016 as compared to fiscal year 2015. Of the 77.8 million passengers that moved in and out of LAX, domestic passengers accounted for 72.2%, while international passengers accounted for 27.8%. American Airlines ferried the largest number of passengers at 15.2 million with a 11.8% increase in passenger traffic. Delta Air Lines, ranked second with 13.1 million passengers posted a 9.2% increase in passenger traffic. United Airlines, ranked third with 12.0 million passengers posted a 3.2% decrease in passenger traffic. Southwest Airlines (8.9 million) and Alaska Airlines (3.5 million) complete the top five air carriers operating at LAX. Air Canada was the top foreign flag carrier with 1.3 million passengers and was ranked ninth overall.

Flight Operations, Fiscal Year 2017

Departures and arrivals at LAX increased by 33,338 flights or 5.6% during fiscal year 2017 when compared to fiscal year 2016. Scheduled and charter were up 33,636 flights, while commuter flights were down 298. Revenue landing pounds were up 5.9%. The top three carriers in terms of landing pounds were American Airlines, Delta Air Lines, and United Airlines. In total, these three airlines contributed 40.8% of the total revenue pounds at LAX.

Flight Operations, Fiscal Year 2016

Departures and arrivals at LAX had an increase of 17,648 flights or 3.0% during fiscal year 2016 when compared to fiscal year 2015. Scheduled and charter were up 19,080 flights, while commuter flights were down 1,432. Revenue landing pounds were up 7.6%. The top three carriers in terms of landing pounds were American Airlines, Delta Air Lines, and United Airlines. In total, these three airlines contributed 42.1% of the total revenue pounds at LAX.

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Air Cargo Operations, Fiscal Year 2017

Freight and mail cargo at LAX increased by 9.4% in fiscal year 2017 as compared to fiscal year 2016. Freight and mail were up by 184,815 tons and 14,475 tons, respectively. Domestic cargo was up by 42,423 tons or 5.0% and international cargo was up by 156,867 tons or 12.4%. Federal Express was the top air freight carrier accounting for 16.9% of total freight cargo, followed by American Airlines with 4.5%. United Airlines was the top mail carrier accounting for 23.6% of total mail cargo.

Air Cargo Operations, Fiscal Year 2016

Freight and mail cargo at LAX increased by 0.6% in fiscal year 2016 as compared to fiscal year 2015. Freight and mail were up by 7,810 tons and 4,884 tons, respectively. Domestic cargo was up by 14,185 tons or 1.7% and international cargo was down by 1,491 tons or 0.1%. Federal Express was the top air freight carrier accounting for 17.8% of total freight cargo, followed by Delta Air Lines with 4.8%. Delta Air Lines was the top mail carrier accounting for 24.5% of total mail cargo.

Overview of LAX's Financial Statements

Financial Highlights, Fiscal Year 2017

- LAX's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources at June 30, 2017 by \$5.0 billion.
- Bonded debt had a net increase of \$404.4 million.
- Operating revenue totaled \$1.3 billion.
- Operating expenses (including depreciation and amortization of \$298.2 million) totaled \$1.0 billion.
- Net nonoperating revenue was \$18.8 million.
- Federal and other government grants totaled \$87.8 million.
- LAX's proportionate share of net pension liability (NPL) for the retirement benefits, based on the ratio of LAX's contributions to the City's retirement plan's total contributions, was \$761.2 million as of measurement date June 30, 2016, and reporting date June 30, 2017. NPL, the difference between the total pension liability (TPL) and the retirement plan's net position, is an important measure required by Governmental Accounting Standards Board (GASB) Statements No. 68¹ and 71², to report in the financial statements (see Note 13 of the notes to the financial statements.)
- Net position increased by \$500.5 million.
- As a result of the transfer of ONT assets and liabilities to Ontario International Airport Authority (OIAA) on November 1, 2016 as contemplated by the LA/Ontario International Airport (ONT) Settlement Agreement, LAX recognized a transfer of residual operation from ONT of \$104.1 million (see Note 17 of the notes to the financial statements.)

¹ GASB Statement No. 68, *Accounting and Financial Reporting for Pensions - an Amendment of GASB Statement No. 27*, issued in June 2012

² GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - an Amendment of GASB Statement No. 68*, issued in November 2013

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Financial Highlights, Fiscal Year 2016

- LAX's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources at June 30, 2016 by \$4.5 billion.
- Bonded debt had a net increase of \$619.8 million.
- Operating revenue totaled \$1.2 billion.
- Operating expenses (including depreciation and amortization of \$226.4 million) totaled \$890.3 million.
- Net nonoperating revenue was \$44.6 million.
- Federal and other government grants totaled \$49.3 million.
- LAX's proportionate share of NPL for the retirement benefits, based on the ratio of LAX's contributions to the City's retirement plan's total contributions, was \$642.4 million as of measurement date June 30, 2015, and reporting date June 30, 2016. NPL, the difference between the TPL and the retirement plan's net position, is an important measure required by GASB Statements No. 68 and 71, to report in the financial statements (see Note 13 of the notes to the financial statements.)
- Net position increased by \$415.3 million.

Net Position Summary

A condensed net position summary for fiscal years 2017, 2016, and 2015 is presented below:

Condensed Net Position (amounts in thousands)

	FY 2017	FY 2016	FY 2015	FY 2017 increase (decrease)	FY 2016 increase (decrease)
Assets					
Unrestricted current assets	\$ 917,431	\$ 925,151	\$ 777,512	\$ (7,720)	\$ 147,639
Restricted current assets	1,920,872	1,741,896	1,590,602	178,976	151,294
Capital assets, net	8,588,837	7,793,002	6,991,500	795,835	801,502
Other noncurrent assets	67,630	5,785	8,550	61,845	(2,765)
Total assets	11,494,770	10,465,834	9,368,164	1,028,936	1,097,670
Deferred outflows of resources					
Deferred charges on debt refunding	38,550	24,179	25,307	14,371	(1,128)
Deferred outflows of resources related to Pension	203,352	127,342	131,114	76,010	(3,772)
Total deferred outflows of resources	241,902	151,521	156,421	90,381	(4,900)
Liabilities					
Current liabilities payable from unrestricted assets	385,024	339,450	304,022	45,574	35,428
Current liabilities payable from restricted assets	212,628	166,609	126,729	46,019	39,880
Noncurrent liabilities	5,335,668	4,940,204	4,335,666	395,464	604,538
Net pension liability	761,187	642,431	566,613	118,756	75,818
Total liabilities	6,694,507	6,088,694	5,333,030	605,813	755,664
Deferred inflows of resources					
Deferred inflows of resources related to Pension	72,915	59,951	138,138	12,964	(78,187)
Total deferred inflows of resources	72,915	59,951	138,138	12,964	(78,187)
Net Position					
Net investment in capital assets	3,742,152	3,262,634	2,952,716	479,518	309,918
Restricted for debt service	423,327	389,217	341,697	34,110	47,520
Restricted for capital projects	782,153	686,080	742,742	96,073	(56,662)
Restricted for operations and maintenance reserve	185,897	179,836	174,228	6,061	5,608
Restricted for federally forfeited property & protested funds	1,463	1,137	1,289	326	(152)
Unrestricted	(165,742)	(50,194)	(159,255)	(115,548)	109,061
Total net position	\$ 4,969,250	\$ 4,468,710	\$ 4,053,417	\$ 500,540	\$ 415,293

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Net Position, Fiscal Year 2017

As noted earlier, net position may serve as a useful indicator of LAX's financial condition. At the close of fiscal years 2017 and 2016, LAX's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by \$5.0 billion and \$4.5 billion, respectively, representing an increase of 11.2% or \$500.5 million.

The largest portion of LAX's net position (\$3.7 billion or 75.3%) reflects its investment in capital assets (e.g. land, air easements, buildings, improvements, equipment and vehicles) less accumulated depreciation and any related outstanding debt used to acquire those assets. An additional portion of LAX's net position (\$1.4 billion or 28.0%) represents resources that are subject to various restrictions on how they may be used. Unrestricted net position decreased by \$115.5 million from \$(50.2) million in fiscal year 2016 to \$(165.7) million in fiscal year 2017 primarily due to recognition of \$118.8 million additional net pension liability (NPL) in accordance with GASB Statements No. 68 and 71.

Unrestricted current assets decreased by 0.8%, from \$925.2 million at June 30, 2016 to \$917.4 million at June 30, 2017. Unrestricted current assets consist primarily of cash and pooled investments (including reinvested cash collateral in 2017) held in the City Treasury. Unrestricted cash inflows were from operating activities, investment activities, noncapital grants, and federal grant reimbursements for eligible capital projects. Unrestricted cash outflows were for operating activities, capital acquisitions and transfers to fiscal agents for debt service.

Restricted current assets include cash and investments (including reinvested cash collateral in 2017) held in the City Treasury for future capital projects funded by passenger facility charges (PFCs) and customer facility charges (CFCs). Also included are bond proceeds to be used for capital expenditures as well as bond debt service funds held by fiscal agents. Drawdowns from the amounts held by fiscal agents were used for capital expenditures incurred and for bond principal and interest payments. The increase in year-end investment portfolio held by fiscal agents of \$90.5 million, or 10.9% from \$834.0 million in fiscal year 2016 to \$924.5 million in fiscal year 2017 was mainly due to unspent proceeds of newly issued 2017 series bonds as of June 30, 2017.

LAX's capital assets additions are financed through issuance of revenue bonds, grants from federal agencies, PFCs, CFCs, new airport revenue and existing resources. Interim financing of such acquisition may be provided through the issuance of commercial paper notes. Capital assets, net of depreciation, increased by 10.2%. Ongoing construction and improvements to modernize LAX terminals and facilities were the primary reasons for the increase.

Other noncurrent assets increased by \$61.8 million or 1,069.1%. The increase was primarily due to noncurrent receivable from OIAA of \$47.1 million³ as a result of the ONT Settlement Agreement described in Note 17 of the notes to the financial statements.

Current liabilities payable from unrestricted assets increased \$45.6 million or 13.4%. This was mainly due to an increase of \$55.0 million, or 295.1% in other current liabilities, offset by a decrease of \$2.9 million, or 1.3% in contracts and accounts payable, and a decrease of \$8.1 million, or 58.8% in obligations under securities lending transactions. The increase in other current liabilities was primarily a result of an increase in customers' advance payments and unapplied credits issued to the airlines of \$25.0 million, and an increase in LAX's share of the City Treasury's year-end pending investment trade of \$29.9 million in fiscal year 2017.

³ Total receivable from OIAA was \$56.8 million, with current receivable of \$9.7 million and noncurrent receivable of \$47.1 million.

Current liabilities payable from restricted assets increased \$46.0 million or 27.6%. This was mainly due to an increase of \$38.8 million or 203.4% in LAX's share of the City Treasury's year-end pending investment trade in fiscal year 2017, an increase of \$11.7 million in current maturities of bonded debt, offset by a decrease of \$10.2 million or 58.4% in obligations under securities lending transactions.

The net increase in noncurrent liabilities was \$514.2 million or 9.2%. The increase was primarily a result of bond issuances of \$677.6 million with net change in premium of \$34.6 million, offset by advance refunding of \$214.1 million, and the shift of \$107.9 million to current bonded debt in fiscal year 2017. The net increase was also attributable to the recognition of additional proportionate share of NPL of \$118.8 million. According to the Governmental Accounting Standards 68 Actuarial Valuation Report based on June 30, 2016 measurement date for employer reporting as of June 30, 2017, the increase in NPL was mainly due to the return on the market value of assets of 0.24% during fiscal year 2016 that was less than the assumption of 7.5% used in the June 30, 2015 valuation.

Total deferred outflows of resources increased \$90.4 million or 59.6%. The increase was mainly due to increase of \$14.4 million or 59.4% in deferred charges on debt refunding, and recognition of \$87.4 million in deferred outflows of resources for differences between projected and actual investment earnings related to pension in fiscal year 2017, offset by decrease of \$15.6 million or 23.9% in deferred outflows of resources for changes of assumptions related to pension.

Total deferred inflows of resources increased \$13.0 million or 21.6%. The increase was mainly due to an increase of \$27.2 million, or 98.2% in deferred inflows of resources for differences between expected and actual experience related to pension, offset by a decrease of \$18.4 million in deferred inflows of resources for differences between projected and actual investment earnings related to pension.

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Net Position, Fiscal Year 2016

As noted earlier, net position may serve as a useful indicator of LAX's financial position. At the close of fiscal years 2016 and 2015, assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by \$4.5 billion and \$4.1 billion, respectively, representing a 10.2% increase or \$415.3 million.

The largest portion of LAX's net position (\$3.3 billion or 73.0%) reflects its investment in capital assets (e.g. land, air easements, buildings, improvements, equipment and vehicles) less accumulated depreciation and any related outstanding debt used to acquire those assets. An additional portion of LAX's net position (\$1.3 billion or 28.1%) represents resources that are subject to various restrictions on how they may be used. The unrestricted net position (-\$50.2 million or -1.1%) was a result of a positive net position of \$25.6 million offset by the recognition of \$75.8 million additional NPL in accordance with GASB Statements No. 68 and 71.

Unrestricted current assets increased by 19.0%, from \$777.5 million at June 30, 2015 to \$925.2 million at June 30, 2016. Unrestricted current assets consist primarily of cash and pooled investments (including reinvested cash collateral in 2016) held in the City Treasury. Cash inflows were more than outflows during the fiscal year. Unrestricted cash inflows were from operating activities, investment activities, non-capital grants, and federal grant reimbursements for eligible capital projects. Unrestricted cash outflows were for operating activities, capital acquisitions and transfers to fiscal agents for debt service.

Restricted current assets include cash and investments (including reinvested cash collateral in 2016) held in the City Treasury for future capital projects funded by PFCs and CFCs. Also included are bond proceeds to be used for capital expenditures as well as bond debt service funds held by fiscal agents. Drawdowns from the amounts held by fiscal agents were used for capital expenditures incurred and for bond principal and interest payments. The year-end investment portfolio held by fiscal agents increased by 27.6% from \$653.7 million in fiscal year 2015 to \$834.0 million in fiscal year 2016 mainly due to unspent proceeds of newly issued 2016 series bonds as of June 30, 2016.

LAX's capital assets additions are financed through issuance of revenue bonds, grants from federal agencies, PFCs, CFCs, and existing resources. Interim financing of such acquisition may be provided through the issuance of commercial paper notes. Capital assets, net of depreciation, increased by 11.5%. Ongoing construction and improvements to modernize LAX terminals and facilities were the primary reasons for the increase.

The recognition of the current portion of the receivable from the City General Fund of \$2.8 million was the primary reason for the decrease in other noncurrent assets.

Current liabilities payable from unrestricted assets had a net increase of \$35.4 million or 11.7%. This was mainly due to the increase of \$20.1 million, or 9.7% in contracts and accounts payable as a result of the accrued \$34.4 million acquisition of Terminal 1 renovations at year-end; increase of \$9.8 million, or 253.7% in obligations under securities lending transactions, and increase of \$2.6 million or 15.9% other current liabilities. The increase in other current liabilities was mainly due to an increase in LAX's share of the City Treasury's year-end pending investment trade of \$8.3 million, offset by decrease of \$5.4 million in unapplied credits issued to the airlines in FY 2016.

Current liabilities payable from restricted assets had an increase of \$39.9 million or 31.5% due to the increase of \$14.5 million, or 17.7% in current maturities of bonded debt, increase of \$11.3 million in obligations under securities lending transactions, increase of \$8.3 million in LAX's allocated share of the City Treasury's fiscal year-end pending investment trades, increase of \$2.7 million in accrued interest payable, and increase of \$2.4 million, or 124.8% in contracts and accounts payable in fiscal year 2016. The net increase in noncurrent liabilities was \$680.4 million or 13.9%, as a result of additional bond issuances of \$613.5 million and the recognition of LAX's additional proportionate share of NPL of \$75.8 million in fiscal year 2016.

The total deferred outflows of resources had a net decrease of \$4.9 million or 3.1%. The decrease was mainly due to the decrease of \$17.0 million, or 20.7% in the proportionate share of deferred outflows of resources for changes of assumptions related to pension, and the decrease of \$1.1 million or 4.5% in deferred charges on debt refunding, offset by the increase of \$6.9 million or 14.1% in deferred outflows of resources for contribution after measurement date related to pension, and the increase of \$6.3 million in the deferred outflows of resources for changes in proportion and differences between employer contributions and proportionate share of contributions related to pension.

The total deferred inflows of resources had a net decrease of \$78.2 million or 56.6%. The decrease was mainly due to the decrease of \$85.1 million, or 82.2% in the deferred inflows of resources for differences between projected and actual investment earnings related to pension, and the decrease of \$3.8 million or 21.7% in the the deferred inflows of resources for changes in proportion and differences between employer contributions and proportionate share of contributions related to pension, offset by the increase of \$10.8 million, or 63.7% in the deferred inflows of resources for differences between expected and actual experience related to pension.

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Changes in Net Position Summary

A condensed summary of LAX's changes in net position for fiscal years ended 2017, 2016, and 2015 is presented below:

Condensed Changes in Net Position (amounts in thousands)

				FY 2017	FY 2016
				increase	increase
				(decrease)	(decrease)
	FY 2017	FY 2016	FY 2015		
Operating revenue	\$ 1,328,689	\$ 1,206,612	\$ 1,045,800	\$ 122,077	\$ 160,812
Less- Operating expenses	742,500	663,879	645,398	78,621	18,481
Operating income before depreciation and amortization	586,189	542,733	400,402	43,456	142,331
Less- Depreciation and amortization	298,176	226,439	178,035	71,737	48,404
Operating income	288,013	316,294	222,367	(28,281)	93,927
Other nonoperating revenue, net	18,784	44,628	17,648	(25,844)	26,980
Federal and other government grants	87,762	49,255	30,964	38,507	18,291
Inter-agency transfers	1,856	5,116	5,303	(3,260)	(187)
Transfer of residual operation from ONT	104,125	—	—	104,125	—
Changes in net position	500,540	415,293	276,282	85,247	139,011
Net position, beginning of year, as previously reported	4,468,710	4,053,417	4,345,029	415,293	(291,612)
Change in accounting principle	—	—	(567,894)	—	567,894
Net position, beginning of year, as restated	4,468,710	4,053,417	3,777,135	415,293	276,282
Net position, end of year	\$ 4,969,250	\$ 4,468,710	\$ 4,053,417	\$ 500,540	\$ 415,293

Operating Revenue

LAX derives its operating revenue from several major airport business activities. The following table presents a summary of these business activities during fiscal years 2017, 2016, and 2015:

Summary of Operating Revenue (amounts in thousands)

				FY 2017	FY 2016
				increase	increase
				(decrease)	(decrease)
	FY 2017	FY 2016	FY 2015		
Aviation revenue					
Landing fees	\$ 261,639	\$ 240,853	\$ 227,518	\$ 20,786	\$ 13,335
Building rentals	493,382	462,667	365,296	30,715	97,371
Land rentals	98,563	96,167	90,478	2,396	5,689
Other aviation revenue	7,036	6,599	4,564	437	2,035
Total aviation revenue	860,620	806,286	687,856	54,334	118,430
Concession revenue	441,623	398,692	354,082	42,931	44,610
Other operating revenue	27,114	3,996	3,862	23,118	134
Total operating revenue before reliever fee	1,329,357	1,208,974	1,045,800	120,383	163,174
Reliever airport fee (landing fees offset)	(668)	(2,362)	—	1,694	(2,362)
Total operating revenue	\$ 1,328,689	\$ 1,206,612	\$ 1,045,800	\$ 122,077	\$ 160,812

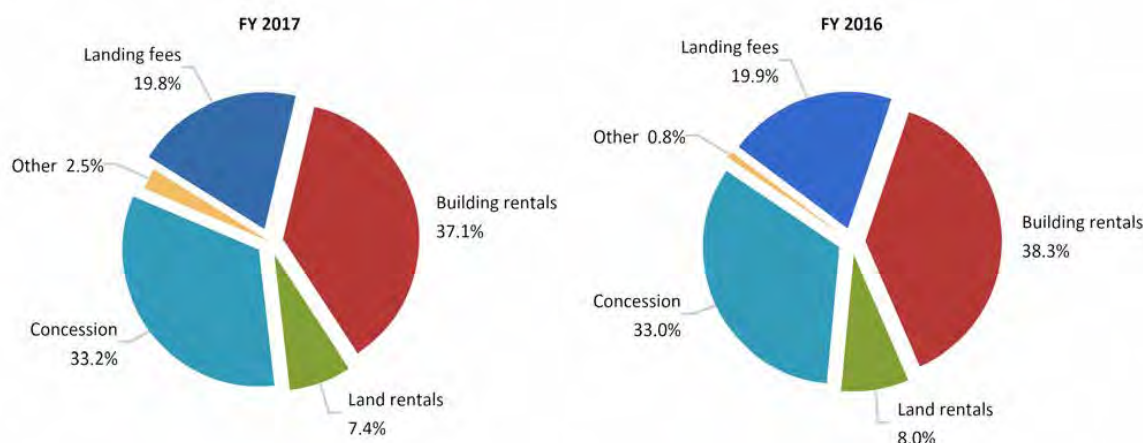
Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Operating Revenue, Fiscal Year 2017

The following chart illustrates the proportion of sources of operating revenue, before reliever airport fee, for fiscal years ended June 30, 2017 and 2016. Other aviation and other operating revenue were added and labeled "Other."



For the fiscal year ended June 30, 2017, total operating revenue before reliever airport fees was \$1.3 billion, a \$120.4 million or 10.0% increase from the prior fiscal year. The growth in aviation related revenue was \$54.3 million. Non-aviation revenue had an increase of \$66.0 million, with \$42.9 million increase in concessions, and \$23.1 million increase in other operating revenue.

As described in Note 1i of the notes to the financial statements, landing fees assessed to air carriers at LAX are based on a cost recovery methodology. Rates are set using budgeted expenses and estimates of landed weight. The fees are reconciled at the end of the fiscal year using actual net expenses and actual landed weight, with differences credited or billed to the airlines accordingly. Terminal rental rates at LAX are calculated using a compensatory methodology. Rates are set based on operating and capital costs allocated to the terminal area and charged to users by leased space or activity in common-use areas.

Landing fees for the fiscal year ended June 30, 2017 were up by \$20.8 million, or 8.6%. The increase in landing fees was primarily due to the increase in actual capital and operating expenses allocable to the landing fee cost centers.

Total building rental revenue posted a growth of \$30.7 million, or 6.6%. The increase was primarily attributable to the improvements and refurbishments in the terminals, scheduled rate increases associated with the Terminal Rate Agreement, as well as new and renegotiated leases signed with the airlines and other tenants.

Land rental revenue increased by \$2.4 million or 2.5%. The increase in land rental revenue at LAX was mainly due to an increase in leased areas.

Total revenue from concessions was \$441.6 million in fiscal year 2017, a 10.8% growth from \$398.7 million in fiscal year 2016. In-terminal concession revenue includes rentals collected from commercial management concessionaires, food and beverage concessionaires; duty free and retail merchants (gifts, news, and novelty items); and concessions for advertising, foreign exchange booths, telecommunications, automated teller machines, luggage cart rental, and security screening services. Off-terminal concession revenue is derived from auto parking, rent-a-car, bus, limousine, taxi services, transportation network company (TNC)⁴ and other commercial ground transportation operations.

In-terminal concession revenue during fiscal year 2017 had a net increase of \$13.0 million or 7.0% as compared to fiscal year 2016. The increase was primarily a result of growth in duty free revenues of \$9.8 million, or 14.8% due to increase in international passengers, and increase in advertising revenue of \$1.6 million, or 6.1% due to negotiated increases in the minimum annual guarantee (MAG).

Off-terminal concession revenue in fiscal year 2017 was \$242.9 million as compared to \$213.0 million in fiscal year 2016, an increase of \$29.9 million, or 14.0%. The increase was mainly driven by the increase of TNC revenue of \$24.8 million, or 278.7% from fiscal year 2016. The increase in TNC revenue was the result of a full year of TNC operation in fiscal year 2017 as compared to only six months operations in fiscal year 2016, and the significant growth in ridership driven by the popularity of TNC together with the increase in passenger traffic during fiscal year 2017. TNC revenue-generating operations were launched in late December 2015. Out of the remaining increase of \$5.1 million in off-terminal concession, \$2.6 million was from auto parking, \$4.1 million from rent-a-car, \$1.8 million from flyaway bus service, and offsetting decrease of \$3.4 million from bus, limousine and taxi services.

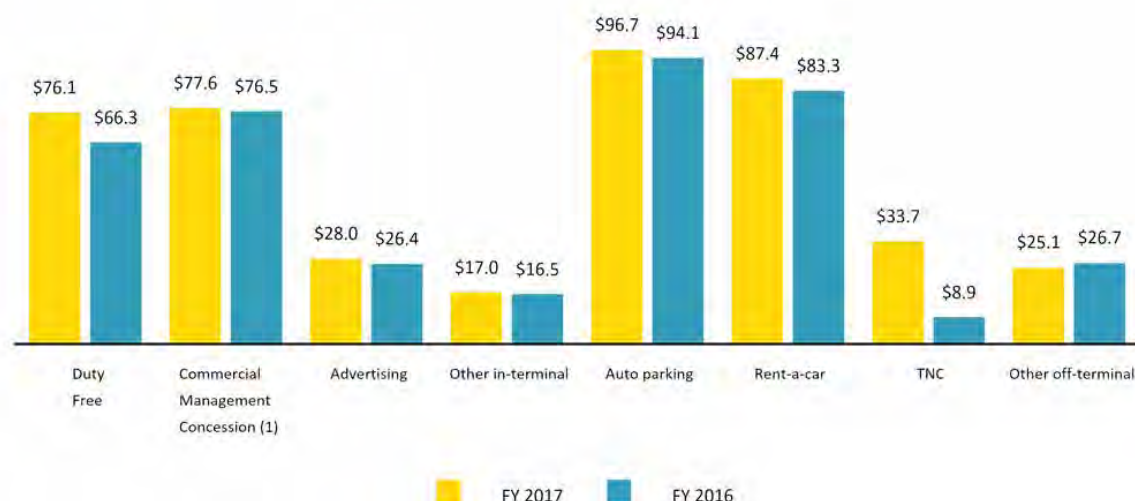
⁴ Transportation network companies currently permitted to operate at LAX include Uber and Lyft.

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Comparative concession revenue by type for fiscal years 2017 and 2016 are presented in the following chart (amounts in millions).

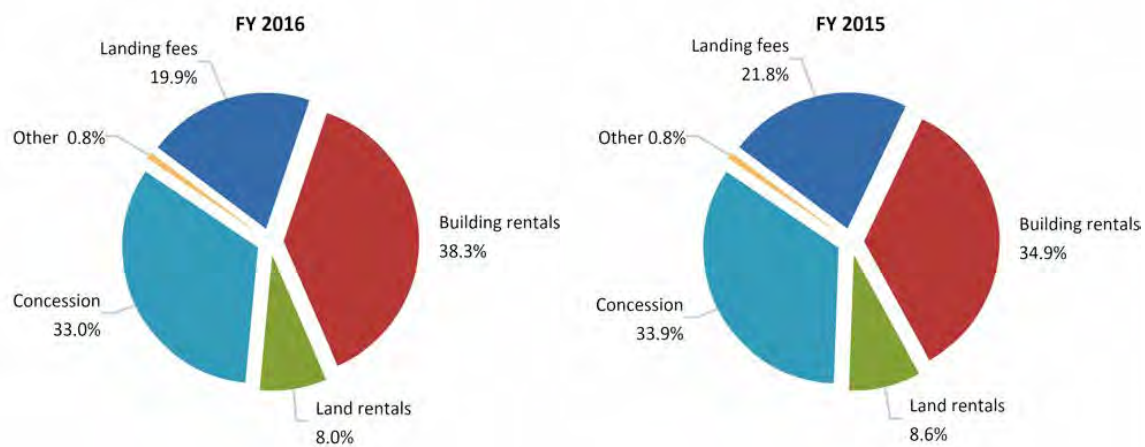


1) Commercial Management Concession revenue includes total revenue from food and beverage concessionaires, gifts and news and commercial management concessionaires.

Other operating revenue increased by \$23.1 million or 578.5% in fiscal year 2017 as a result of the ONT employee salary reimbursement of \$21.0 million from OIAA pursuant to the Staff Augmentation Agreement (SAA) as described in Note 17 of the notes to the financial statements. Pursuant to the SAA, some LAWA staff may remain at ONT for as long as 21 months after the closing of the ONT Settlement Agreement on November 1, 2016. Accordingly, these ONT employee salary reimbursements are expected to continue on a limited duration which will end no later than August 1, 2018.

Operating Revenue, Fiscal Year 2016

The following chart illustrates the proportion of sources of operating revenue for fiscal years ended June 30, 2016 and 2015. Other aviation and other operating revenue were added and labeled "Other."



For the fiscal year ended June 30, 2016, total operating revenue before reliever airport fees was \$1.2 billion, a \$163.2 million or 15.6% increase from the prior fiscal year. The growth in aviation related revenue was \$118.4 million. Non-aviation revenue had an increase of \$44.7 million mostly from concessions.

As described in the notes to the financial statements, landing fees assessed to air carriers at LAX are based on a cost recovery methodology. Rates are set using budgeted expenses and estimates of landed weight. The fees are reconciled at the end of the fiscal year using actual net expenses and actual landed weight, with differences credited or billed to the airlines accordingly. Terminal rental rates at LAX are calculated using a compensatory methodology. Rates are set based on operating and capital costs allocated to the terminal area and charged to users by leased space or activity in common-use areas.

Landing fees for the fiscal year ended June 30, 2016 were up from \$227.5 million to \$240.9 million, or 5.9%. Total building rental revenue posted a growth of \$97.4 million, or 26.7%. The increase was primarily attributable to the improvements and refurbishments in the terminals, increased cost recovery with the implementation of the terminal agreement, as well as the new and renegotiated leases signed with the airlines and other tenants. Land rental revenue increased by \$5.7 million mainly due to the increase in leased areas.

Management's Discussion and Analysis (Unaudited)

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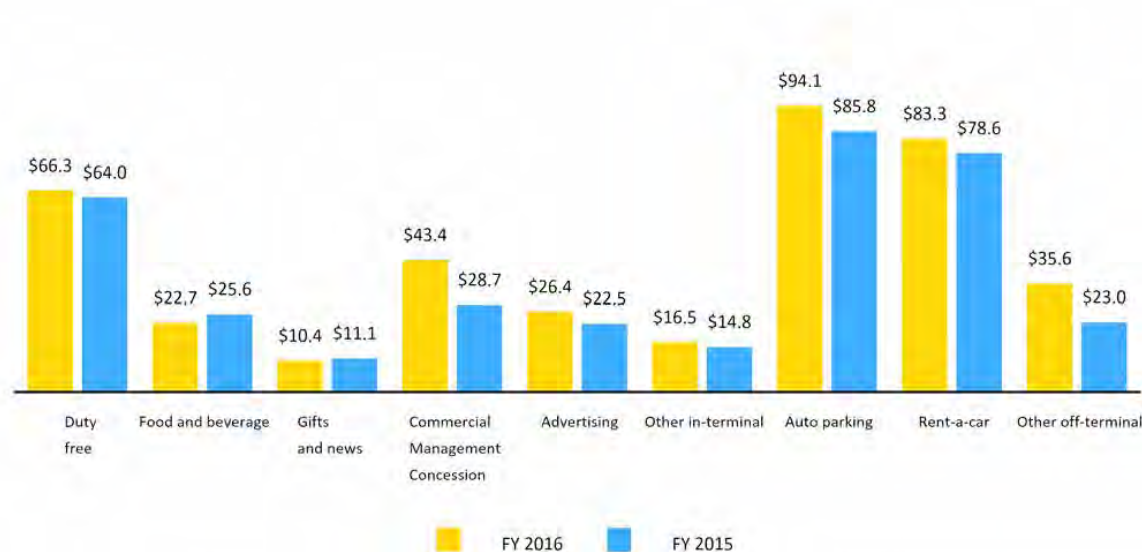
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Total revenue from concessions was \$398.7 million in fiscal year 2016, an 12.6% growth from \$354.1 million in fiscal year 2015. In-terminal concession revenue includes rentals collected from commercial management concessionaires, food and beverage concessionaires; duty free and retail merchants (gifts, news, and novelty items); and concessionaires for advertising, foreign exchange booths, telecommunications, automated teller machines, and luggage cart rental. Off-terminal concession revenue is derived from auto parking, rent-a-car, bus, limousine, taxi services, TNC and other commercial ground transportation operations.

In-terminal concession revenue during fiscal year 2016 had a net increase of \$19.0 million or 11.4% as compared to fiscal year 2015. The concessions benefited from the increased passenger traffic. Duty free revenues increased by \$2.3 million, or 3.6%. Advertising revenue increased by \$3.9 million, or 17.3% as a result of negotiated increases in the MAG. Foreign exchange and telecommunications increased by \$1.7 million, or 20.2%. As discussed in Note 8 of the notes to the financial statements, LAX entered into Terminal Commercial Management Concession Agreements with Westfield Airports, LLC to develop, lease, and manage certain retail food and beverage operations in specific locations at the TBIT, Terminals 1, 2, 3 and 6. Overall, the total revenue from food and beverage concessionaires, gifts and news and commercial management concessionaires showed a net increase of \$11.1 million, or 17.0%.

Off-terminal concession revenue in fiscal year 2016 was \$213.0 million as compared to \$187.4 million in fiscal year 2015, an increase of \$25.6 million, or 13.7%. Of the \$25.6 million increase, \$8.3 million was from auto parking, \$4.7 million from rent-a-car, \$1.5 million from bus, limousine and taxi services, and \$2.2 million from flyaway bus service. New fees charged to TNC added \$8.9 million in fiscal year 2016.

Comparative concession revenue by type for fiscal years 2016 and 2015 are presented in the following chart (amounts in millions).



Operating Expenses

The following table presents a summary of LAX's operating expenses for the fiscal years ended June 30, 2017, 2016, and 2015. Included in other operating expenses are expenses for advertising and public relations, training and travel, insurance, lease, and other miscellaneous items.

Summary of Operating Expenses (amounts in thousands)

				FY 2017	FY 2016
				increase	increase
				(decrease)	(decrease)
	FY 2017	FY 2016	FY 2015		
Salaries and benefits	\$ 438,153	\$ 387,595	\$ 374,018	\$ 50,558	\$ 13,577
Contractual services	203,277	182,659	174,745	20,618	7,914
Materials and supplies	43,830	46,062	46,102	(2,232)	(40)
Utilities	36,043	36,181	38,355	(138)	(2,174)
Other operating expenses	25,782	20,738	21,205	5,044	(467)
Operating expenses before depreciation	747,085	673,235	654,425	73,850	18,810
Depreciation	298,176	226,439	178,035	71,737	48,404
Total operating expenses	1,045,261	899,674	832,460	145,587	67,214
Less- allocation to ONT, VNY and PMD	4,585	9,356	9,027	(4,771)	329
Net operating expenses	<u>\$ 1,040,676</u>	<u>\$ 890,318</u>	<u>\$ 823,433</u>	<u>\$ 150,358</u>	<u>\$ 66,885</u>

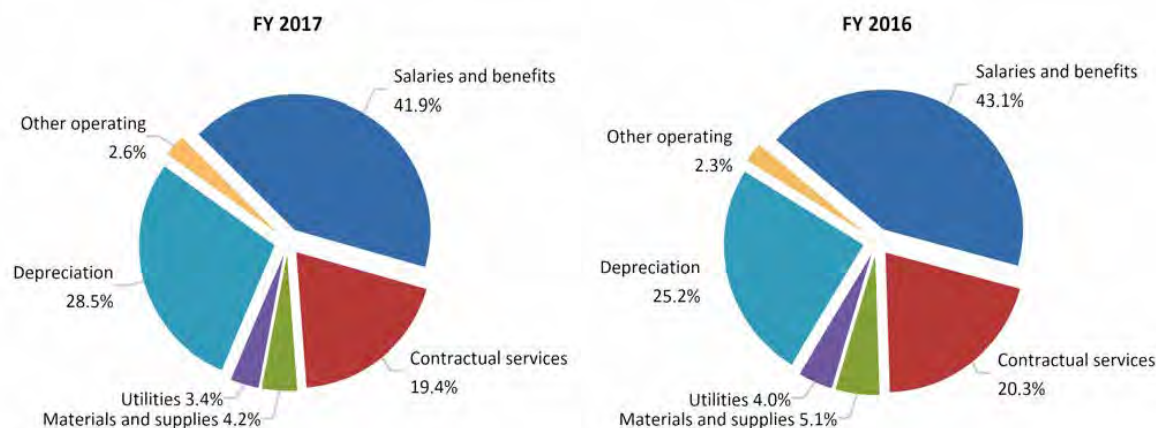
Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Operating Expenses, Fiscal Year 2017

The following chart illustrates the proportion of categories of operating expenses, before allocation to other airports, for fiscal years ended June 30, 2017 and 2016.



For the fiscal year ended June 30, 2017, operating expenses before allocation to other airports were \$1.0 billion, a \$145.6 million or 16.2% increase from the prior fiscal year. Expense categories that experienced notable changes were salaries and benefits, up by \$50.6 million, contractual services, up by \$20.6 million, and depreciation, up by \$71.7 million, offset by the decrease in materials and supplies of \$2.2 million and utilities of \$0.1 million.

Salaries and benefits expense increased by \$50.6 million or 13.0%. The increase was partially due to the inclusion of ONT's salaries and benefits of \$17.4 million subsequent to the ONT transfer on November 1, 2016 as described in Note 17 of the notes to the financial statements. Without the ONT's salaries and benefits of \$17.4 million, the actual increase in salaries and benefits would be \$33.2 million or 8.6%. Within this category, salaries and overtime before capitalized charges at LAX had an increase of \$24.0 million or 8.3%. Without the ONT's salaries and overtime of \$12.8 million, the actual increase in salaries and overtime would be \$11.2 million or 3.9%. This increase was mainly due to bargaining agreements with employee unions. The combined increase in pension, healthcare subsidy, and accrued sick and vacation was \$23.9 million, or 20.6%. Without the ONT's pension, healthcare subsidy, and accrued sick and vacation of \$4.3 million, the actual increase would be \$19.6 million or 16.8%. The increase was mainly driven by increase in recognition of GASB 68 non-cash pension expense of \$17.2 million from \$61.2 million to \$78.4 million in fiscal year 2017. Workers' compensation increased by \$1.6 million from \$8.1 million to \$9.7 million in fiscal year 2017.

The increase in contractual service expense was mainly due to higher city services charges of \$12.3 million due to increased cost allocation plan rates for central (personnel, controller, general services) and direct services (fire and police departments); higher legal services expense of \$3.9 million due to claims related to the procurement of Aircraft Rescue and Fire Fighting (ARFF) vehicles, higher operations and emergency management expenses, offset by lower capital planning and engineering services and environmental program expenses in fiscal year 2017.

The increase in other operating expense was mainly due to the accrual and payment of \$3.7 million property taxes for the Park One parking lot pursuant to the lease covering the fiscal years from 2014 to 2017.

The increase in depreciation charges from \$226.4 million to \$298.2 million in fiscal year 2017 was a result of the completion of the associated projects related to Bradley West core renovation, Bradley West Terminal connector, some terminal renovations, TCM improvements, west maintenance facility and CTA curbside development project.

A 15% burden rate of their operating costs is allocated to the other airports for central services costs that are paid for by LAX. Such central service costs include general administration, financial and human resource services among other costs. Because of the transfer of ONT on November 1, 2016, the allocations to ONT decreased in fiscal year 2017.



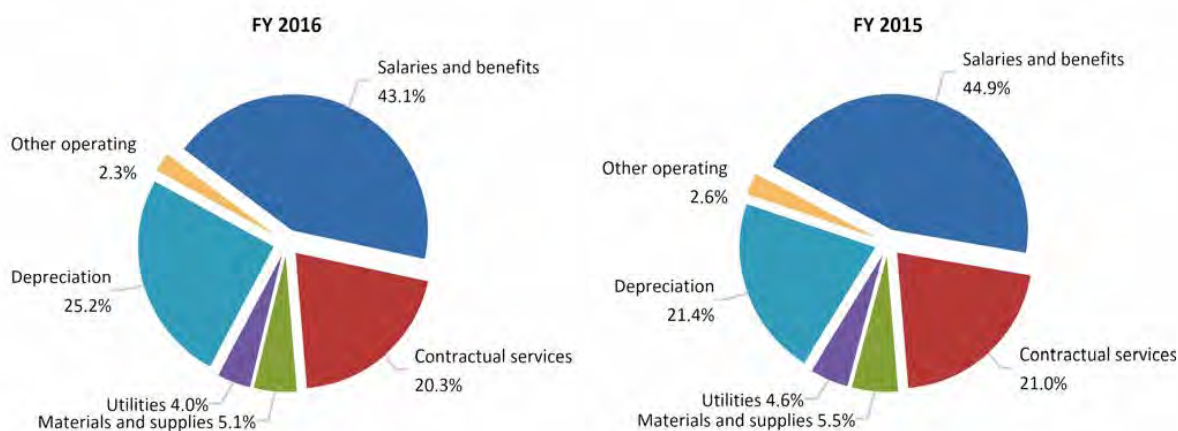
Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Operating Expenses, Fiscal Year 2016

The following chart illustrates the proportion of categories of operating expenses, before allocation to other airports, for fiscal years ended June 30, 2016 and 2015. Included in other operating expenses are expenses for advertising and public relations, training and travel, insurance, lease, and other miscellaneous items.



For the fiscal year ended June 30, 2016, operating expenses before allocation to other airports were \$899.7 million, a \$67.2 million or 8.1% increase from the prior fiscal year. Expense categories that experienced notable changes were salaries and benefits, up by \$13.6 million, contractual services, up by \$7.9 million, and depreciation, up by \$48.4 million, offset by the decrease in utilities of \$2.2 million.

Salaries and overtime before capitalized charges had an increase of \$6.7 million or 2.4% due mainly to bargaining agreements with employee unions. The combined increase in retirement contributions, healthcare subsidy, and accrued sick and vacation was \$13.5 million, or 13.1%. The decrease in workers' compensation of \$5.6 million, or 40.8% was mainly due to the decrease in the number of high value cases during fiscal year 2016 as compared to fiscal year 2015. The increase in contractual services was mainly due to higher city services payment, capital planning and engineering services, offset by lower legal services expenses. The increase in depreciation charges from \$178.0 million to \$226.4 million in fiscal year 2016 was due to the completion of the associated projects related to Bradley West, and the replacement of the CUP facilities at LAX. During fiscal year 2016, \$1.8 billion was reclassified from construction work in progress to depreciable capital asset categories.

The decrease in utilities from \$38.4 million to \$36.2 million in fiscal year 2016 was due to the decrease in electricity of \$0.8 million, or 2.9%, and decrease in water charges of \$1.9 million, or 30.9%, offset by the increase of \$0.5 million, or 12.5% in gas and telephone. The decrease in fiscal year 2016 electricity charges was resulted from the operation of a new, more energy efficient CUP. The decrease in water charges was due to a one-time rate adjustment credit of \$0.7 million and efforts to lower water consumption in fiscal year 2016.

Materials and supplies remained at the same spending level at \$46.1 million and other operating expenses decreased by \$0.5 million, or 2.2%. The decrease in other operating expenses was mainly due to a decrease of \$2.7 million as a result of the change in accrued property tax from possessory interest tax instead of real estate tax for the Skyview property; offset by the increase of a legal settlement costs of \$1.3 million to the State Water Resources Control Board relating to monitoring of underground fuel storage tank. Bad debts expenses in fiscal year was \$0.3 million as compared to a reduction in bad debts expenses of \$0.3 million in fiscal year 2015.

Because of the increase in their operating costs, allocations to ONT, VNY, and PMD (the other airports) also increased. A 15% burden rate of their operating costs is allocated to the other airports for central services costs that are paid for by LAX. Such central service costs include general administration, financial and human resource services among other costs.

Nonoperating Transactions

Nonoperating transactions are activities that do not result from providing services as well as producing and delivering goods in connection with LAX's ongoing operations. The following table presents a summary of these activities during fiscal years 2017, 2016, and 2015.

Summary of Nonoperating Transactions (amounts in thousands)

				FY 2017	FY 2016
				increase (decrease)	increase (decrease)
	FY 2017	FY 2016	FY 2015		
Nonoperating revenue					
Passenger facility charges	\$ 163,869	\$ 150,409	\$ 137,855	\$ 13,460	\$ 12,554
Customer facility charges	32,545	31,996	29,347	549	2,649
Interest income	23,327	19,638	20,327	3,689	(689)
Net change in fair value of investments	(20,738)	13,776	(2,021)	(34,514)	15,797
Other nonoperating revenue	15,743	17,985	8,618	(2,242)	9,367
	<u>\$ 214,746</u>	<u>\$ 233,804</u>	<u>\$ 194,126</u>	<u>\$ (19,058)</u>	<u>\$ 39,678</u>
Nonoperating expenses					
Interest expense	\$ 193,469	\$ 182,386	\$ 166,919	\$ 11,083	\$ 15,467
Other nonoperating expenses	2,493	6,790	9,559	(4,297)	(2,769)
	<u>\$ 195,962</u>	<u>\$ 189,176</u>	<u>\$ 176,478</u>	<u>\$ 6,786</u>	<u>\$ 12,698</u>
Federal and other government grants	<u>\$ 87,762</u>	<u>\$ 49,255</u>	<u>\$ 30,964</u>	<u>\$ 38,507</u>	<u>\$ 18,291</u>
Inter-agency transfers	<u>\$ 1,856</u>	<u>\$ 5,116</u>	<u>\$ 5,303</u>	<u>\$ (3,260)</u>	<u>\$ (187)</u>
Transfer of residual operation from ONT	<u>\$ 104,125</u>	<u>\$ —</u>	<u>\$ —</u>	<u>104,125</u>	<u>\$ —</u>

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Nonoperating Transactions, Fiscal Year 2017

As a result of the increase of 6.6% passenger traffic in fiscal year 2017, PFCs increased by \$13.5 million, or 8.9%. CFCs, which are imposed on each car rental transaction collected by car rental concessionaires and remitted to LAX, posted an increase of \$0.5 million, or 1.7% in fiscal year 2017.

Interest income increased by \$3.7 million, or 18.8% from \$19.6 million to \$23.3 million in fiscal year 2017 mainly due to higher average balance of cash and pooled investments held in City Treasury. The net change in fair value of investments reflects the decrease driven by the downward year-end net adjustment to the fair value of investment securities. Interest expenses increased by \$11.1 million, or 6.1% from \$182.4 million to \$193.5 million in fiscal year 2017 mainly due to the net additional issuances of \$463.5 million revenue bonds (after advance refunding) to finance capital improvement projects.

Other nonoperating revenue decreased by \$2.2 million, or 12.5% from \$18.0 million to \$15.7 million in fiscal year 2017. The decrease was mainly due to the offset of \$2.3 million rental income from residential acquisition program with the corresponding acquired assets in fiscal year 2017. Other nonoperating expenses decreased by \$4.3 million, or 63.3% from \$6.8 million to \$2.5 million in fiscal year 2017. The decrease was mainly due to \$1.3 million decrease in bond issuance expenses in fiscal year 2017 and \$3.0 million nonoperating expenses related primarily to an improvement expense adjustment between LAX and VNY in fiscal year 2016.

Federal and other government grants increased by \$38.5 million, or 78.2% from \$49.3 million to \$87.8 million mainly due to the increase of \$36.3 million TSA in-line baggage reimbursement grants from \$1.8 million in fiscal year 2016 to \$38.1 million in fiscal year 2017.

As described in Note 17 of the notes to the financial statements, LAWA transferred the assets and liabilities of ONT to OIAA as contemplated by the ONT Settlement Agreement on November 1, 2016. As a result of the transfer, LAX recognized a transfer of residual operation from ONT of \$104.1 million.

Nonoperating Transactions, Fiscal Year 2016

As a result of the increase of 8.0% passenger traffic in fiscal year 2016, PFCs increased by \$12.6 million, or 9.1%. CFCs, which are imposed on each car rental transaction collected by car rental concessionaires and remitted to LAX, posted an increase of \$2.7 million, or 9.0% in fiscal year 2016.

Interest income decreased slightly due to slightly lower average balance of cash and pooled investments held in City Treasury. The net change in fair value of investments reflects the increase driven by the upward year-end net adjustment to the fair value of investment securities. The other nonoperating revenue increased by \$9.4 million, or 108.7% in fiscal year 2016. This was mainly due to increase of \$1.0 million in sales of property and equipment, increase of \$5.1 million from the favorable litigation settlement relating to the Runway 25L Relocation and Center Taxiway Improvement project, and increase of \$2.3 million rental income from residential acquisition program. Interest expenses increased with additional issuances of \$613.5 million revenue bonds in fiscal year 2016 to finance capital improvement projects. The decrease in other nonoperating expenses was mainly due to lower expenses offset by the increase of \$1.3 million bond issuance expenses in fiscal year 2016.

Long-Term Debt

As of June 30, 2017, LAX's outstanding long-term debt before unamortized premium and discount was \$5.0 billion. Issuances during the year amounted to \$677.6 million, advance refunding totaled \$214.1 million, and payments for scheduled maturities were \$96.2 million. Together with the unamortized premium and discount, bonded debt of LAX increased by \$404.4 million to a total of \$5.3 billion.

As of June 30, 2016, LAX's outstanding long-term debt before unamortized premium and discount was \$4.6 billion. Issuances during the year amounted to \$613.5 million, and payments for scheduled maturities were \$81.7 million. Together with the unamortized premium and discount, bonded debt of LAX increased by \$619.8 million to a total of \$4.9 billion.

As of June 30, 2017 and 2016, LAX had \$455.1 million and \$418.8 million investments, respectively, held by fiscal agents that are pledged for the payment or security of the outstanding bonds.

As of June 30, 2017 and 2016, the ratings of LAX's outstanding bonds by Standard & Poor's Rating Services, Moody's Investors Service, and Fitch Ratings were as follows: AA, Aa3, and AA respectively for Senior Bonds; AA-, A1, and AA- respectively for Subordinate Bonds.

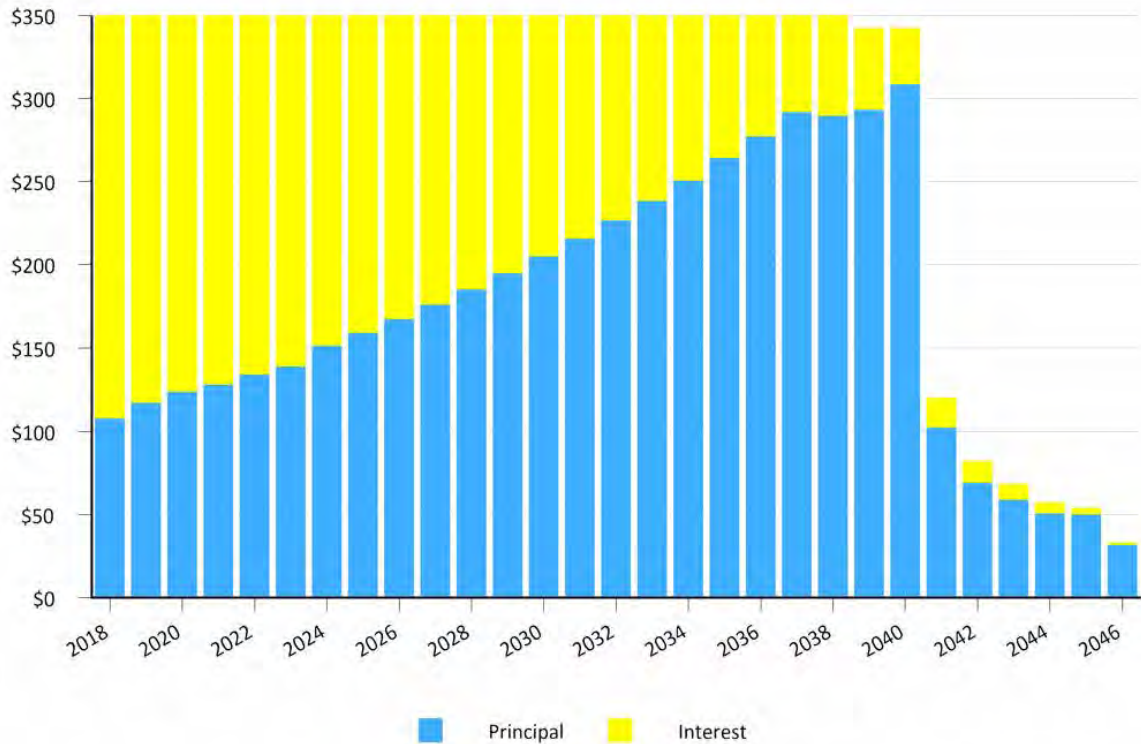
Additional information regarding LAX's bonded debt can be found in Note 6 of the notes to the financial statements.

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Outstanding principal, plus scheduled interest as of June 30, 2017, is scheduled to mature as shown in the following chart (amounts in millions).



Capital Assets

LAX's investment in capital assets, net of accumulated depreciation, as of June 30, 2017 and 2016 were \$8.6 billion and \$7.8 billion, respectively. This investment, which accounts for 74.7% and 74.5% of LAX's total assets as of June 30, 2017 and 2016, respectively, includes land, air easements, buildings, improvements, equipment and vehicles, emission reduction credits, and construction work in progress.

LAX's policy affecting capital assets can be found in Note 1f of the notes to the financial statements. Additional information can be found in Note 4 of the notes to the financial statements.

Capital Assets, Fiscal Year 2017

Major capital expenditure activities during fiscal year 2017 included:

- \$512.1 million renovations at Terminals 1 to 8
- \$236.0 million construction of Midfield Satellite Concourse (MSC)
- \$101.0 million construction of runways and taxiways
- \$88.5 million residential acquisition, soundproofing and noise mitigation
- \$78.5 million interior improvements and security upgrades at TBIT and Bradley West
- \$50.1 million preconstruction activities related to Landside Access Modernization Program (LAMP)
- \$34.3 million replacement and improvements of elevators and escalators
- \$34.1 million construction of TBIT baggage handling system
- \$12.4 million in costs related to construction of west maintenance facility
- \$8.7 million Central Terminal Area (CTA) curbside development project and Second Level Roadway Joint and Deck replacement
- \$5.5 million construction activities related to Imperial Cargo Complex

At June 30, 2017, the amounts committed for capital expenditures included \$3.9 million for airfield and runways, \$6.6 million for noise mitigation program, \$53.2 million for terminals and facilities, and \$17.6 million for various other projects.

LAX is in the midst of a multi-billion dollar capital improvements program, which is expected to continue through 2024. Among the projects underway are terminal improvements and upgrades, roadway improvements, runway and taxiway rehabilitation and improvement, utilities and infrastructure components, construction of MSC, and LAMP which includes automated people mover system (APM), consolidated rental car facility (ConRAC) and intermodal transportation facilities (ITF).

Management's Discussion and Analysis (Unaudited)

June 30, 2017 and 2016

(continued)

Capital Assets, Fiscal Year 2016

Major capital expenditure activities during fiscal year 2016 included:

- \$356.4 million renovations at Terminals 1 to 8
- \$166.2 million interior improvements and security upgrades at TBIT and Bradley West
- \$88.7 million construction of MSC
- \$72.6 million construction of runways and taxiways
- \$56.6 million CTA curbside development project and Second Level Roadway Joint and Deck replacement
- \$55.9 million in costs related to construction of west maintenance facility
- \$44.7 million replacement and improvements of elevators and escalators
- \$41.1 million residential acquisition, soundproofing and noise mitigation
- \$18.0 million replacement of Central Utility Plant (CUP) facilities
- \$12.1 million in costs related to various information technology network and systems projects
- \$11.5 million preconstruction activities related to LAMP
- \$7.0 million preconstruction related to ConRAC

At June 30, 2016, the amounts committed for capital expenditures included \$7.1 million for airfield and runways, \$6.6 million for noise mitigation program, \$81.0 million for terminals and facilities, and \$20.1 million for various other projects.

LAX is in the midst of a multi-billion dollar capital improvements program, which is expected to continue through 2024. Among the projects underway are terminal improvements and upgrades, roadway improvements, runway and taxiway rehabilitation and improvement, utilities and infrastructure components, and an APM, a ConRAC and ITF.

Landing Fees, Fiscal Year 2018

The airline landing fees for fiscal year 2018, which became effective as of July 1, 2017 are as follows:

Permitted air carriers	Non-permitted air carriers	
\$60.00	\$75.00	For each landing of aircraft having a maximum gross landing weight of 12,500 pounds or less
115.00	144.00	For each landing of aircraft having a maximum gross landing weight of more than 12,500 pounds up to and including 25,000 pounds
3.62	4.53	Per 1,000 pounds of maximum gross landing weight for each landing by an air carrier cargo having a maximum gross landing weight of more than 25,000 pounds
4.60	5.75	Per 1,000 pounds of maximum gross landing weight for each landing by an air carrier passenger having a maximum gross landing weight of more than 25,000 pounds

Landing fee rates were based on budgeted operating expenses and revenues. Reconciliation between actual revenues and expenses and amounts estimated in the initial calculation result in a fiscal year-end adjustment. The resulting net overcharges or undercharges are recorded as a reduction or addition to unbilled receivables.

Request for Information

This report is designed to provide a general overview of the Los Angeles International Airport's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to Ryan P. Yakubik, Chief Financial Officer, Los Angeles World Airports, 1 World Way, Los Angeles, CA 90045.

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Financial Statements



Los Angeles World Airports
 (Department of Airports of the City of Los Angeles, California)
Los Angeles International Airport

Statements of Net Position

June 30, 2017 and 2016

(amounts in thousands)

	2017	2016
ASSETS		
Current Assets		
Unrestricted current assets		
Cash and pooled investments held in City Treasury	\$ 769,241	\$ 775,059
Investments with fiscal agents	22,282	16,465
Accounts receivable, net of allowance for uncollectible accounts: 2017 - \$0 ; 2016 - \$1,043	—	10,842
Unbilled receivables	44,245	38,213
Accrued interest receivable	3,435	2,962
Grants receivable	12,322	24,709
Receivable from OIAA	9,674	—
Receivable from City General Fund	2,849	2,766
Due from other agencies	48,020	48,588
Prepaid expenses	4,116	4,164
Inventories	1,247	1,383
Total unrestricted current assets	917,431	925,151
Restricted current assets		
Cash and pooled investments held in City Treasury	967,893	886,107
Investments with fiscal agents , includes cash and cash equivalents: 2017 - \$924,494; 2016 - \$827,836	924,494	833,981
Accrued interest receivable	1,324	1,330
Passenger facility charges receivable	23,881	17,632
Customer facility charges receivable	3,280	2,846
Total restricted current assets	1,920,872	1,741,896
Total current assets	2,838,303	2,667,047
Noncurrent Assets		
Capital assets		
Not depreciated	2,164,208	2,623,721
Depreciated, net	6,424,629	5,169,281
Total capital assets	8,588,837	7,793,002
Other noncurrent assets		
Investments with fiscal agents	17,585	—
Receivable from OIAA, net of current portion	47,110	—
Receivable from City General Fund, net of current portion	2,935	5,785
Total other noncurrent assets	67,630	5,785
Total noncurrent assets	8,656,467	7,798,787
TOTAL ASSETS	11,494,770	10,465,834
DEFERRED OUTFLOWS OF RESOURCES		
Deferred charges on debt refunding	38,550	24,179
Deferred outflows of resources related to Pension	203,352	127,342
TOTAL DEFERRED OUTFLOWS OF RESOURCES	\$ 241,902	\$ 151,521

Statements of Net Position (continued)

June 30, 2017 and 2016

(amounts in thousands)

	2017	2016
LIABILITIES		
Current Liabilities		
Current liabilities payable from unrestricted assets		
Contracts and accounts payable	\$ 225,492	\$ 228,389
Accrued salaries	17,790	15,133
Accrued employee benefits	5,580	5,357
Estimated claims payable	8,137	7,899
Commercial paper	48,736	50,310
Obligations under securities lending transactions	5,658	13,728
Other current liabilities	73,631	18,634
Total current liabilities payable from unrestricted assets	385,024	339,450
Current liabilities payable from restricted assets		
Contracts and accounts payable	7,831	4,255
Current maturities of bonded debt	107,850	96,200
Accrued interest payable	31,529	29,161
Obligations under securities lending transactions	7,295	17,518
Other current liabilities	58,123	19,475
Total current liabilities payable from restricted assets	212,628	166,609
Total current liabilities	597,652	506,059
Noncurrent Liabilities		
Bonded debt, net of current portion	5,215,626	4,822,900
Accrued employee benefits, net of current portion	41,309	37,158
Estimated claims payable, net of current portion	70,347	66,477
Liability for environmental/hazardous materials cleanup	7,500	12,783
Net pension liability	761,187	642,431
Other long-term liabilities	886	886
Total noncurrent liabilities	6,096,855	5,582,635
TOTAL LIABILITIES	6,694,507	6,088,694
DEFERRED INFLOWS OF RESOURCES		
Deferred inflows of resources related to Pension	72,915	59,951
TOTAL DEFERRED INFLOWS OF RESOURCES	72,915	59,951
NET POSITION		
Net investment in capital assets	3,742,152	3,262,634
Restricted for:		
Debt service	423,327	389,217
Passenger facility charges eligible projects	481,751	435,285
Customer facility charges eligible projects	300,402	250,795
Operations and maintenance reserve	185,897	179,836
Federally forfeited property and protested funds	1,463	1,137
Unrestricted	(165,742)	(50,194)
TOTAL NET POSITION	\$ 4,969,250	\$ 4,468,710

See accompanying notes to the financial statements.

Los Angeles World Airports

(Department of Airports of the City of Los Angeles, California)

Los Angeles International Airport

Statements of Revenues, Expenses and Changes in Net Position

For the Fiscal Years Ended June 30, 2017 and 2016

(amounts in thousands)

	2017	2016
OPERATING REVENUE		
Aviation revenue		
Landing fees	\$ 261,639	\$ 240,853
Reliever airport fee	(668)	(2,362)
Building rentals	493,382	462,667
Land rentals	98,563	96,167
Other aviation revenue	7,036	6,599
Total aviation revenue	859,952	803,924
Concession revenue	441,623	398,692
Other operating revenue	27,114	3,996
Total operating revenue	1,328,689	1,206,612
OPERATING EXPENSES		
Salaries and benefits	438,153	387,595
Contractual services	203,277	182,659
Materials and supplies	43,830	46,062
Utilities	36,043	36,181
Other operating expenses	25,782	20,738
Allocated administrative charges	(4,585)	(9,356)
Total operating expenses before depreciation and amortization	742,500	663,879
Operating income before depreciation and amortization	586,189	542,733
Depreciation and amortization	298,176	226,439
OPERATING INCOME	288,013	316,294
NONOPERATING REVENUE (EXPENSES)		
Passenger facility charges	163,869	150,409
Customer facility charges	32,545	31,996
Interest income	23,327	19,638
Net change in fair value of investments	(20,738)	13,776
Interest expense	(193,469)	(182,386)
Other nonoperating revenue	15,743	17,985
Other nonoperating expenses	(2,493)	(6,790)
Total nonoperating revenue, net	18,784	44,628
INCOME BEFORE CAPITAL GRANTS AND INTER-AGENCY TRANSFERS	306,797	360,922
Federal and other government grants	87,762	49,255
Inter-agency transfers	1,856	5,116
Transfer of residual operation from ONT	104,125	—
CHANGE IN NET POSITION	500,540	415,293
NET POSITION, BEGINNING OF YEAR	4,468,710	4,053,417
NET POSITION, END OF YEAR	\$ 4,969,250	\$ 4,468,710

See accompanying notes to the financial statements.

Los Angeles World Airports

(Department of Airports of the City of Los Angeles, California)

Los Angeles International Airport

Statements of Cash Flows

For the Fiscal Years Ended June 30, 2017 and 2016

(amounts in thousands)

	2017	2016
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers	\$ 1,358,315	\$ 1,190,138
Payments to suppliers	(228,509)	(215,447)
Payments for employee salaries and benefits	(418,453)	(385,235)
Payments for City services	(101,008)	(91,234)
Inter-agency receipts for services, net	4,585	9,356
Net cash provided by operating activities	614,930	507,578
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Noncapital grants received	11,351	9,990
Inter-agency transfers in	2,424	6,122
Proceeds from ONT transfer	125,705	—
Net cash provided by noncapital financing activities	139,480	16,112
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Proceeds from sale of revenue bonds and commercial paper notes	502,985	711,782
Principal paid on revenue bonds and commercial paper notes	(101,196)	(81,700)
Interest paid on revenue bonds and commercial paper notes	(243,301)	(219,340)
Revenue bonds issuance costs	(1,156)	(1,561)
Acquisition and construction of capital assets	(1,066,730)	(956,593)
Proceeds from passenger facility charges	157,620	151,815
Proceeds from customer facility charges	32,111	31,734
Capital contributed by federal agencies	100,149	38,445
Net cash used for capital and related financing activities	(619,518)	(325,418)
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest income	25,307	20,162
Net change in fair value of investments	(20,738)	13,776
Cash collateral received (paid) under securities lending transactions	(18,293)	21,188
Sales of investments	68,715	16,876
(Purchases) of investments held by fiscal agents	(11,440)	(6,145)
Net cash provided by investing activities	43,551	65,857
NET INCREASE IN CASH AND CASH EQUIVALENTS	178,443	264,129
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	2,505,467	2,241,338
CASH AND CASH EQUIVALENTS, END OF YEAR	<u>\$ 2,683,910</u>	<u>\$ 2,505,467</u>

	2017	2016
CASH AND CASH EQUIVALENTS COMPONENTS		
Cash and pooled investments held in City Treasury- unrestricted	\$ 769,241	\$ 775,059
Investments with fiscal agents- unrestricted	22,282	16,465
Cash and pooled investments held in City Treasury- restricted	967,893	886,107
Investments with fiscal agents- restricted	924,494	827,836
Total cash and cash equivalents	<u>\$ 2,683,910</u>	<u>\$ 2,505,467</u>
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED		
BY OPERATING ACTIVITIES		
Operating income	\$ 288,013	\$ 316,294
Adjustments to reconcile operating income to net cash provided by operating activities		
Depreciation and amortization	298,176	226,439
Change in provision for uncollectible accounts	(1,043)	287
Other nonoperating revenues (expenses), net	3,901	6,076
Changes in operating assets and liabilities and deferred outflows and inflows of resources		
Accounts receivable	11,885	(10,940)
Unbilled receivables	(6,032)	(9,345)
Prepaid expenses and inventories	196	262
Contracts and accounts payable	(20,759)	(19,023)
Accrued salaries	2,657	2,367
Accrued employee benefits	804	709
Other liabilities	19,954	(6,951)
Net pension liability and related changes in deferred outflows and inflows of resources	17,178	1,403
Total adjustments	<u>326,917</u>	<u>191,284</u>
Net cash provided by operating activities	<u>\$ 614,930</u>	<u>\$ 507,578</u>
SIGNIFICANT NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition of capital assets included in contracts and accounts payable	\$ 145,827	\$ 125,284
Revenue bonds proceeds received in escrow trust fund	224,967	—
Debt defeased and related costs paid through escrow trust fund with revenue bonds	(224,967)	—
Contributions received (used) in relation to capital assets	12,387	(10,706)
Land transferred to ONT	(32,326)	—

See accompanying notes to the financial statements.



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Index to the Notes to the Financial Statements

The notes to the financial statements include disclosures that are necessary for a better understanding of the accompanying financial statements. An index to the notes follows:

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Los Angeles World Airports

(Department of Airports of the City of Los Angeles, California)

Los Angeles International Airport

Notes to the Financial Statements

June 30, 2017 and 2016

1. Reporting Entity and Summary of Significant Accounting Policies

a. Organization and Reporting Entity

Los Angeles World Airports (Department of Airports of the City of Los Angeles, California) (LAWA) is an independent, financially self-sufficient department of the City of Los Angeles (the City) established pursuant to Article XXIV, Section 238 of the City Charter. LAWA operates and maintains Los Angeles International Airport (LAX) and Van Nuys Airport (VNY) general aviation airport. In addition LAWA owns approximately 17,750 acres of land located east of United States Air Force Plant 42 in the City of Palmdale and retains the rights for future development of the Palmdale property. On November 1, 2016, the City transferred, assigned and delivered to Ontario International Airport Authority (OIAA) the City's right, title and interest in and certain of the assets, properties, rights and interests solely used or held solely for use in connection with LAWA's operation of LA/ONT International Airport (ONT) pursuant to the Settlement Agreement described in Note 17 of the notes to the financial statements.

LAWA is under the management and control of a seven-member Board of Airport Commissioners (the Board) appointed by the City Mayor and approved by the City Council. Under the City Charter, the Board has the general power to, among other things: (a) acquire, develop, and operate all property, plant, and equipment as it may deem necessary or convenient for the promotion and accommodation of air commerce; (b) borrow money to finance the development of airports owned, operated, or controlled by the City; and (c) fix, regulate, and collect rates and charges for the use of the Airport System. An Executive Director administers LAWA and reports to the Board.

The accompanying financial statements present the net position and changes in net position and cash flows of LAX. These financial statements are not intended to present the financial position and changes in financial position of LAWA or the City, or cash flows of LAWA or the City's enterprise funds.

b. Basis of Accounting

LAX is reported as an enterprise fund and maintains its records on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America (GAAP) as promulgated by the Governmental Accounting Standards Board (GASB). Under this method, revenues are recorded when earned and expenses are recorded when the related liability is incurred. Separate funds are used to account for each of the two airports⁵ which referred to above and the Palmdale property.

⁵ Excluding ONT airport which was transferred to OIAA on November 1, 2016 as contemplated by the ONT Settlement Agreement described in Note 17 of the notes to the financial statements.

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

c. Cash, Cash Equivalents, and Investments

LAX's cash, cash equivalents, and investments and a significant portion of its restricted cash and investments are maintained as part of the City's pool of cash and investments. LAX's portion of the pool is presented on the statements of net position as "Cash and Pooled Investments Held in City Treasury." LAX's investments, including its share in the City's investment pool, are stated at fair value based on quoted market prices except for money market investments that have remaining maturities of one year or less at time of purchase, which are reported at amortized cost. Interest earned on such pooled investments is allocated to the participating City funds based on each fund's average daily cash balance during the allocation period.

As permitted by the California Government Code, the City engages in securities lending activities. LAX's share of assets and liabilities arising from the reinvested cash collateral has been recognized in the statements of net position.

LAX considers its unrestricted and restricted cash and investments held in the City Treasury as demand deposits and therefore these amounts are reported as cash equivalents. LAX has funds that are held by fiscal agents. Investments with maturities of three months or less at the time of purchase are considered cash equivalents.

d. Accounts Receivable and Unbilled Receivables

LAX recognizes revenue in the period earned. Receivables outstanding beyond 90 days are put into the collection process and then referred after 120 days to LAWA's resident City attorneys for possible write-off. An allowance for uncollectible accounts is set up as a reserve by LAWA policy. This policy requires that 2% of outstanding receivables plus 80% of all bankruptcy accounts and all referrals to City Attorney be reserved as uncollectible through a provisional month-end charge to operating expense.

Unbilled receivables balances are the result of revenue accrued for services that exceed \$5,000 each, but not yet billed as of year-end. This accrual activity occurs primarily at year-end when services provided in the current fiscal year period might not get processed through the billing system for up to sixty days into the next fiscal year.

e. Inventories

LAX's inventories consist primarily of general custodial supplies and are recorded at cost on a first-in, first-out basis.

f. Capital Assets

All capital assets are carried at cost or at estimated fair value on the date received in the case of properties acquired by donation or by termination of leases, less allowance for accumulated depreciation. Maintenance and repairs are charged to operations in the period incurred. Renewals and betterments are capitalized in the asset accounts. LAX has a capitalization threshold of \$5,000 for all capital assets other than internally generated computer software where the threshold is \$500,000.

Preliminary costs of capital projects incurred prior to the finalization of formal construction contracts are capitalized. In the event the proposed capital projects are abandoned, the associated preliminary costs are charged to expense in the year of abandonment.

LAX capitalizes interest costs of bond proceeds used during construction (net of interest earnings on the temporary investment of tax-exempt bond proceeds). Net interest capitalized in fiscal years 2017 and 2016 were \$34.7 million and \$28.2 million, respectively.

Depreciation and amortization are computed on a straight-line basis. The estimated useful lives of the major property classifications are as follows: buildings and facilities, 10 to 40 years; airfield and other improvements, 10 to 35 years; equipment, 5 to 20 years; and computer software, 5 to 10 years. No depreciation is provided for construction work in process until construction is completed and/or the asset is placed in service. Also, no depreciation is taken on air easements and emission reduction credits because they are considered inexhaustible.

g. Contracts Payable, Accounts Payable, and Other Liabilities

All transactions for goods and services obtained by LAX from City-approved contractors and vendors are processed for payment via its automated payment system. This procedure results in the recognition of expense in the period that an invoice for payment is processed through the system, or when a vendor first provided the goods and/or services. If the goods and/or services were received or if the invoice was received but not yet processed in the system, an accrual is made manually by journal voucher into the general ledger to reflect the liability to the vendor. When LAX makes agreements that require customers to make cash deposits, these amounts are then reflected as other current liabilities.

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

h. Operating and Nonoperating Revenues and Expenses

LAX distinguishes between operating revenues and expenses, and nonoperating revenues and expenses. Operating revenues and expenses generally result from providing services, and producing and delivering goods in connection with LAX's principal ongoing operations. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses. LAX derives its operating revenues primarily from landing fees, terminal space rental, auto parking, and concessions. LAX's major operating expenses include salaries and employee benefits, fees for contractual services including professional services, parking operations and shuttle services, and other expenses including depreciation and amortization, maintenance, insurance, and utilities.

i. Landing Fees

Landing fee rates determine the charges to the airlines each time that a qualified aircraft lands at LAX. The landing fee is calculated annually to recover the costs of constructing, maintaining and operating airfield facilities. Costs recovered through these fees are identified using allocation methods of relevant costs attributable to those facilities. Landing fees are initially set using estimates of cost and activity and are reconciled to actual results following each fiscal year.

j. Terminal Rates and Charges

On September 17, 2012, the Board approved a methodology of calculating rates and charges for airlines and airline consortia using passenger terminals at LAX. The rates, which will recover the costs of acquiring, constructing, operating and maintaining terminal facilities, are as follows: terminal building rate, federal inspection services area (FIS) rate, common use holdroom rate, common use baggage claim rate, common use outbound baggage system rate, common use ticket counter rate, and terminal special charges for custodial services, outbound baggage system maintenance, terminal airline support systems, and loading bridge capital and maintenance.

The rates were effective January 1, 2013 to airlines and airline consortia (signatory airlines) agreeing to the methodology and executing a rate agreement with LAWA. Agreements with signatory airlines terminate on December 31, 2022. The rate agreement provides a Signatory Transitional Phase-in (STP) program that allows for reduced rates during the first five years of the implementation period. In addition, signatory airlines will share in the concession revenue derived from the terminals based on prescribed two-tiered formulas. Tier One Revenue Sharing had the effect of reducing the calculated terminal building rate (beginning calendar year 2014) and FIS rate (beginning calendar year 2016). Tier Two Revenue Sharing was first distributed for calendar year 2016 in fiscal year 2017.

Airlines with existing leases that opt not to sign an agreement under the methodology (non-signatory tenant airlines) will continue to pay rates and charges based on their current leases until they sign the rate agreement. Airlines with no existing leases that opt not to sign the rate agreement (non-signatory tariff airlines) are charged the tariff rates. Non-signatory airlines are not eligible to participate in the STP and revenue sharing programs.

k. Concession Revenue

Concession revenues are generated through LAX terminal concessionaires, tenants or airport service providers who pay monthly fees or rents for using or accessing airport facilities to offer their goods and services to the general public and air transportation community. Payments to LAX are based on negotiated agreements with these parties to remit amounts based on either a Minimum Annual Guarantee (MAG) or on gross receipts. Amounts recorded to revenue are determined by the type of revenue category set up in the general ledger system and integrated with the monthly accounts receivable billing process. Concession revenue is recorded as it is earned. Some tenant agreements require self-reporting of concession operations and/or sales. The tenants' operations report and payment are due to LAX in the month following the activity. The timing of concessionaire reporting and when revenue earned is recorded will determine when or if accruals are required for each tenant agreement.

l. Unearned Revenue

Unearned revenue consists of concessionaire rentals and payments received in advance, which will be amortized to revenue on the straight-line basis over the applicable period.

m. Accrued Employee Benefits

Accrued employee benefits include estimated liability for vacation and sick leaves. LAX employees accumulate annual vacation and sick leaves in varying amounts based on length of service. Vacation and sick leaves are recorded as earned. Upon termination or retirement, employees are paid the cash value of their accumulated leaves. Accrued employee benefits as of June 30, 2017 and 2016 are as follows (amounts in thousands):

Type of benefit	2017	2016
Accrued vacation leave	\$ 23,986	\$ 21,545
Accrued sick leave	22,903	20,970
Sub-total	\$ 46,889	\$ 42,515
Current portion	(5,580)	(5,357)
Noncurrent portion	\$ 41,309	\$ 37,158

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

n. Deferred Outflows and Inflows of Resources

In addition to assets and liabilities, LAX reports a separate section for deferred outflows of resources and deferred inflows of resources, respectively. Deferred outflows of resources represent a consumption of net position that applies to a future period(s) and won't be recognized as an outflow of resources until then. Deferred inflows of resources represent an acquisition of resources that is applicable to future reporting period(s) that won't be recognized as an inflow of resources until then.

LAX reported deferred charges on debt refunding of \$38.6 million and \$24.2 million for fiscal years 2017 and 2016, respectively, as a result of the implementation of GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*.

As a result of the implementation of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions - an Amendment of GASB Statement No. 27*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - an Amendment of GASB Statement No. 68*, LAX reported the following deferred outflows and inflows of resources:

Deferred outflows of resources related to pension (amounts in thousands):

	2017	2016
Changes of assumptions related to pension	\$ 49,538	\$ 65,097
Contribution after measurement date related to pension	61,197	55,972
Changes in proportionate share of contribution	5,181	6,273
Differences between projected and actual investment earnings related to pension	87,436	—
Total	<u>\$ 203,352</u>	<u>\$ 127,342</u>

Deferred inflows of resources related to pension (amounts in thousands):

	2017	2016
Differences between expected and actual experience related to pension	\$ 54,878	\$ 27,695
Differences between projected and actual investment earnings related to pension	—	18,375
Changes in proportion and differences between employer contributions and proportionate share of contributions related to pension	18,037	13,881
Total	<u>\$ 72,915</u>	<u>\$ 59,951</u>

o. Federal Grants

When a grant agreement is approved and eligible expenditures are incurred, the amount is recorded as a federal grant receivable and as nonoperating revenue (operating grants) or capital grant contributions in the statements of revenues, expenses, and changes in net position.

p. Bond Premiums and Discounts

Bond premiums, discounts, and gains and losses on extinguishment of debt are deferred and amortized over the life of the bonds. At the time of bond refunding, the unamortized premiums or discounts are amortized over the life of the refunded bonds or the life of the refunding bonds, whichever is shorter. Bonds payable is reported net of the applicable bond premium or discount.

LAX amortizes bond premiums or discounts using the effective interest method. The effective interest method allocates bond interest expense over the life of the bonds in such a way that it yields a constant rate of interest, which in turn is the market rate of interest at the date of issue of bonds. With effective interest method, the amortization of bond premiums or discounts is calculated using the effective market interest rate at the time of issuances versus the coupon rate used in straight-line method.

q. Net Position

The financial statements utilize a net position presentation. Net position is categorized as follows:

- *Net Investment in Capital Assets* - This category groups all capital assets into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of these assets reduce the balance in this category.
- *Restricted Net Position* - This category presents restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Those assets are restricted due to external restrictions imposed by creditors, grantors, contributors, or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation. At June 30, 2017 and 2016, net positions of \$968.1 million and \$865.9 million, respectively, are restricted by enabling legislation.
- *Unrestricted Net Position* - This category represents net position of LAX that is not restricted for any project or other purpose.

r. Use of Restricted/Unrestricted Net Position

When an expense is incurred for purposes of which both restricted and unrestricted resources are available, LAX's policy is to apply restricted resources first.

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

s. Use of Estimates

The preparation of the financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect amounts in the financial statements and accompanying notes. Actual results could differ from the estimates.



2. New Accounting Standards

Implementation of the following GASB statements is effective fiscal year 2017.

Issued in June 2015, GASB Statement No. 73, *Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement No. 68, and Amendments to Certain Provisions of GASB Statements No. 67 and 68*, establishes requirements for defined benefit pensions that are not within the scope of GASB Statement No. 68 as well as for the assets accumulated for purposes of providing those pensions. In addition, this statement also clarifies the application of certain provisions of GASB Statement No. 68 with regard to the information that is required to be presented as notes to the 10-year schedules of required supplementary information about investment-related factors that significantly affect trends in the amounts reported. This statement has no impact on LAX's financial statements.

Issued in June 2015, GASB Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans* replaces GASB Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans, as amended*, and GASB Statement No. 57, *OPEB Measurements by Agent Employers and Agent Multiple-Employer Plans*. This statement will improve the usefulness of information about postemployment benefits other than pensions (other postemployment benefits or OPEB) included in the general purpose external financial reports of state and local governmental OPEB plans for making decisions and assessing accountability. This statement has no impact on LAX's financial statements.

Issued in August 2015, GASB Statement No. 77, *Tax Abatement Disclosures*, requires disclosure of tax abatement information about a reporting government's own tax abatement agreements and those that are entered into by other governments and that reduce the reporting government's tax revenues. This statement has no impact on LAX's financial statements.

Issued in December 2015, GASB Statement No. 78, *Pensions Provided Through Certain Multiple-Employer Defined Benefit Pension Plans*, amends the scope and applicability of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions - an Amendment of GASB Statement No. 27*, to exclude pensions provided to employees of state or local governmental employers through certain cost-sharing multiple-employer defined benefit pension plan. This Statement establishes requirements for recognition and measurement of pension expense, expenditures, and liabilities; note disclosures; and required supplementary information for pensions that have the characteristics as defined. This statement has no impact on LAX's financial statements.

Issued in January 2016, GASB Statement No. 80, *Blending Requirements for Certain Component Units-an amendment of GASB Statement No. 14* amends the blending requirements for the financial statement presentation of component units of all state and local governments. The additional criterion requires blending of a component unit incorporated as a not-for-profit corporation in which the primary government is the sole corporate member. This statement has no impact on LAX's financial statements.

Issued in March 2016, GASB Statement No. 82, *Pension Issues-an amendment of GASB Statements No. 67, No. 68, and No. 73* addresses issues regarding (1) the presentation of payroll-related measures in required supplementary information, (2) the selection of assumptions and the treatment of deviations from the guidance in an Actuarial Standard of Practice for financial reporting purposes, and (3) the classification of payments made by employers to satisfy employee (plan member) contribution requirements. LAX implemented this statement.

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

The GASB has issued several pronouncements that have effective dates that may impact future presentations. LAX is evaluating the potential impacts of the following GASB statements on its accounting practices and financial statements.

Issued in June 2015, GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, addresses accounting and financial reporting for other postemployment benefit (OPEB) that is provided to the employees of state and local governmental employers. This statement establishes standards for recognizing and measuring liabilities, deferred outflows of resources, deferred inflows of resources, and expense. For defined benefit OPEB, this statement identifies the methods and assumptions that are required to be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. Implementation of this statement is effective fiscal year 2018.

Issued in March 2016, GASB Statement No. 81, *Irrevocable Split-Interest Agreements* requires that a government that receives resources pursuant to an irrevocable split interest agreement recognize assets, liabilities, and deferred inflows of resources at the inception of the agreement. Implementation of this statement is effective fiscal year 2018.

Issued in November 2016, GASB Statement No. 83, *Certain Asset Retirement Obligations* establishes standards of accounting and financial reporting for certain Asset Retirement Obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. A government that has legal obligations to perform future asset retirement activities related to its tangible capital assets should recognize a liability based on the guidance in this statement. This statement establishes criteria for determining the timing and pattern of recognition of a liability and a corresponding deferred outflow of resources for AROs. Implementation of this statement is effective fiscal year 2019.

Issued in January 2017, GASB Statement No. 84, *Fiduciary Activities* establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Implementation of this statement is effective fiscal year 2020.

Issued in March 2017, GASB Statement No. 85, *OMNIBUS 2017*, is to address practice issues that have been identified during implementation and application of certain GASB Statements. This statement addresses a variety of topics including issues related to blending component units, goodwill, fair value measurement and application, and postemployment benefits (pensions and other postemployment benefits (OPEB)). Implementation of this statement is effective fiscal year 2018.

Issued in May 2017, GASB Statement No. 86, *Certain Debt Extinguishment Issues* is to improve consistency in accounting and financial reporting for in-substance defeasance of debt by providing guidance for transactions in which cash and other monetary assets acquired with only existing resources—resources other than the proceeds of refunding debt—are placed in an irrevocable trust for the sole purpose of extinguishing debt. This Statement also improves accounting and financial reporting for prepaid insurance on debt that is extinguished and notes to financial statements for debt that is defeased in substance. Implementation of this statement is effective fiscal year 2018.

Issued in June 2017, GASB Statement No. 87, *Leases* is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This statement requires recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. Implementation of this statement is effective fiscal year 2021.



Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

3. Cash and Investments

a. Pooled Investments

Pursuant to the California Government Code and the Los Angeles City Council File No. 94-2160, the City Treasurer provides an Annual Statement of Investment Policy (the Policy) to the City Council. The Policy governs the City's pooled investment practices with the following objectives, in order of priority, safety of principal, liquidity, and rate of return. The Policy addresses soundness of financial institutions in which the Treasurer will deposit funds and types of investment instruments permitted under California law.

Each investment transaction and the entire portfolio must comply with the California Government Code and the Policy. Examples of investments permitted by the Policy are obligations of the U.S. Treasury and government agencies, commercial paper notes, negotiable certificates of deposit, guaranteed investment contracts, bankers' acceptances, medium-term corporate notes, money market accounts, and the State of California Local Agency Investment Fund (LAIF).

LAX maintains a portion of its unrestricted and restricted cash and investments in the City's cash and investment pool (the Pool). LAX's share of \$1.7 billion in the Pool represented approximately 20.0% and 19.8% as of June 30, 2017 and 2016, respectively. There are no specific investments belonging to LAX. Included in LAX's portion of the Pool is the allocated investment agreements traded at year-end that were settled in the subsequent fiscal year. LAX's allocated shares for fiscal years 2017 and 2016 were \$102.7 million and \$34.0 million, respectively, and were reported as other current liabilities in the statement of net position. The City issues a publicly available financial report that includes complete disclosures related to the entire cash and investment pool. The report may be obtained by writing to the City of Los Angeles, Office of the Controller, 200 North Main Street, City Hall East Suite 300, Los Angeles, CA 90012, or by calling (213) 978-7200.

b. City of Los Angeles Securities Lending Program

The Securities Lending Program (SLP) is permitted and limited under provisions of California Government Code Section 53601. The City Council approved the SLP on October 22, 1991 under Council File No. 91-1860, which complies with the California Government Code. The objectives of the SLP in priority order are: safety of loaned securities and prudent investment of cash collateral to enhance revenue from the investment program. The SLP is governed by a separate policy and guidelines, with oversight responsibility of the Investment Advisory Committee.

The City's custodial bank acts as the securities lending agent. In the event a counterparty defaults by reason of an act of insolvency, the bank shall take all actions which it deems necessary or appropriate to liquidate permitted investment and collateral in connection with such transaction and shall make a reasonable effort for two business days (Replacement Period) to apply the proceeds thereof to the purchase of securities identical to the loaned securities not returned. If during the Replacement Period the collateral liquidation proceeds are insufficient to replace any of the loaned securities not returned, the bank shall, subject to payment by the City of the amount of any losses on any permitted investments, pay such additional amounts as necessary to make such replacement.

Under the provisions of the SLP, and in accordance with the California Government Code, no more than 20% of the market value of the Pool is available for lending. The City receives cash, U.S. treasury securities, and federal agency issued securities as collateral on loaned securities. The cash collateral is reinvested in securities permitted under the policy. In accordance with the Code, the securities lending agent marks to market the value of both the collateral and the reinvestments daily. Except for open loans where either party can terminate a lending contract on demand, term loans have a maximum life of 90 days. Earnings from securities lending accrue to the Pool and are allocated on a pro rata basis to all Pool participants.

LAX participates in the City's securities lending program through the pooled investment fund. LAX recognizes its proportionate share of the cash collateral received for securities loaned and the related obligation for the general investment pool. At June 30, 2017, LAX's portion of the cash collateral and the related obligation in the City's program was \$13.0 million. LAX's portion of the securities purchased from the reinvested cash collateral at June 30, 2017 was \$13.0 million. Such securities are stated at fair value and reported under the cash and pooled investment held in City Treasury. LAX's portion of the noncash collateral at June 30, 2017 was \$200.3 million. At June 30, 2016, LAX's portion of the cash collateral and the related obligation in the City's program was \$31.3 million. LAX's portion of the securities purchased from the reinvested cash collateral at June 30, 2016 was \$31.3 million. Such securities are stated at fair value and reported under the cash and pooled investment held in City Treasury. LAX's portion of the noncash collateral at June 30, 2016 was \$110.8 million.

During the fiscal years, collateralizations on all loaned securities were within the required 102.0% of market value. The City can sell collateral securities only in the event of borrower default. The lending agent provides indemnification for borrower default. There were no violations of legal or contractual provisions and no borrower or lending agent default losses during the years. There was no credit risk exposure to the City at June 30, 2017 and 2016 because the amounts owed to the borrowers exceeded the amounts borrowed. Loaned securities are held by the City's agents in the City's name and are not subject to custodial credit risk.

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

c. Investments with Fiscal Agents

The investment practices of the fiscal agents that relate to LAX's portfolio are similar as those of the City Treasurer, and have similar objectives. LAX's investments held by fiscal agents are for the following purposes (amounts in thousands):

	2017	2016
Unrestricted, current		
Commercial paper and cash at bank	\$ 22,282	\$ 16,465
Restricted, current and noncurrent		
Bond security funds	455,125	418,783
Construction funds	486,954	415,198
Subtotal	942,079	833,981
Total	\$ 964,361	\$ 850,446

The bond security funds are pledged for the payment or security of certain bonds. These investments are generally short-term securities and have maturities designed to coincide with required bond retirement payments. The construction funds are bond proceeds on deposit with the fiscal agents. They are used to reimburse LAX for capital expenditures incurred or to be incurred.

At June 30, 2017, the investments and their maturities are as follows (amounts in thousands):

	Amount	Investment maturities		
		1 to 60 days	61 to 365 days	366 days to over 5 years
Money market mutual funds	\$ 591,046	\$ 591,046	\$ —	\$ —
State of California LAIF	333,448	—	333,448	—
U.S. Treasury securities	17,585	—	—	17,585
Subtotal	942,079	\$ 591,046	\$ 333,448	\$ 17,585
Bank deposit accounts	22,282			
Total	\$ 964,361			

At June 30, 2016, the investments and their maturities are as follows (amounts in thousands):

	Amount	Investment maturities	
		1 to 60 days	61 to 365 days
Money market mutual funds	\$ 318,439	\$ 318,439	\$ —
State of California LAIF	508,832	—	508,832
U.S. Treasury securities	6,145	—	6,145
Subtotal	833,416	<u>\$ 318,439</u>	<u>\$ 514,977</u>
Bank deposit accounts	17,030		
Total	<u>\$ 850,446</u>		

Fair Value Measurements

The investments are categorized into its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. These principles recognize a three-tiered fair value hierarchy, as follows:

- Level 1: Investments reflect prices quoted in active markets;
- Level 2: Investments reflect prices that are based on a similar observable asset either directly or indirectly, which may include inputs in markets that are not considered to be active; and
- Level 3: Investments reflect prices based upon unobservable sources.

At June 30, 2017, the investments by fair value level are as follows (amounts in thousands):

	Amount	Fair Value Measurements Using Level 1
Money Market Funds	\$ 591,046	\$ 591,046
U.S. Treasury securities	17,585	17,585
Total investments by fair value level	608,631	<u>\$ 608,631</u>
Investments not subject to fair value hierarchy		
State of California LAIF	333,448	
Bank deposit accounts	22,282	
Total	<u>\$ 964,361</u>	

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

At June 30, 2016, the investments by fair value level are as follows (amounts in thousands):

	Amount	Fair Value Measurements Using Level 1
Money Market Funds by fair value level	\$ 318,439	\$ 318,439
U.S. Treasury securities	6,145	6,145
Total investments by fair value level	324,584	\$ 324,584
Investments not subject to fair value hierarchy		
State of California LAIF	508,832	
Bank deposit accounts	17,030	
Total	\$ 850,446	

Interest Rate Risk. LAX adopts the City's policy that limits the maturity of investments to five years for U.S. Treasury and government agency securities. The policy allows funds with longer term investments horizons, to be invested in securities that at the time of the investment have a term remaining to maturity in excess of five years, but with a maximum final maturity of thirty years.

Credit Risk. The City's policy requires that a mutual fund must receive the highest ranking by not less than two nationally recognized rating agencies. At June 30, 2017 and 2016, the money market mutual funds were rated AAAM by Standard and Poor's, and Aaa by Moody's.

Concentration of Credit Risk. The City's policy does not allow more than 40% of its investment portfolio to be invested in commercial paper and bankers' acceptances, 30% in certificates of deposit and medium term notes, 20% in mutual funds, money market mutual funds or mortgage passthrough securities. The policy further provides for a maximum concentration limit of 10% in any one issuer including its related entities. There is no percentage limitation on the amount that can be invested in the U.S. Treasury and government agencies.

As of June 30, 2017, LAX's investments in the LAIF held by fiscal agents totaled \$333.4 million. The total amount invested by all public agencies in LAIF at that date was \$22.8 billion. The LAIF is part of the State's Pooled Money Investment Account (PMIA). As of June 30, 2017, the investments in the PMIA totaled \$77.6 billion, of which 97.1% is invested in non-derivative financial products and 2.9% in structured notes and asset-backed securities. The weighted average maturity of LAIF investments was 194 days as of June 30, 2017. LAIF is not rated.

As of June 30, 2016, LAX's investments in the LAIF held by fiscal agents totaled \$508.8 million. The total amount invested by all public agencies in LAIF at that date was \$22.7 billion. As of June 30, 2016, the investments in the PMIA totaled \$75.5 billion, of which 97.2% is invested in non-derivative financial products and 2.8% in structured notes and asset-backed securities. The weighted average maturity of LAIF investments was 167 days as of June 30, 2016.

The Local Investment Advisory Board (the Board) has oversight responsibility for LAIF. The Board consists of five members as designated by State statute. The Pooled Money Investment Board whose members are the State Treasurer, Director of Finance, and State Controller, has oversight responsibility for PMIA. The value of the pool shares in LAIF, which may be withdrawn anytime, is determined on a historical basis, which is different than the fair value of LAX's position in the pool.

The bank deposit accounts are covered by Federal depository insurance up to a certain amount. Financial institutions are required under California law to collateralize the uninsured portion of the deposits by pledging government securities or first trust deed mortgage notes. The collateral is held by the pledging institution's trust department and is considered held in LAX's name.



Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

4. Capital Assets

LAX had the following activities in capital assets during fiscal year 2017 (amounts in thousands):

	Balance at July 1, 2016	Additions	Retirement & disposals	Transfers	Balance at June 30, 2017
Capital assets not depreciated					
Land and land clearance	\$ 930,421	\$ —	\$ —	\$ (20,844)	\$ 909,577
Air easements	44,346	—	—	—	44,346
Emission reduction credits	2,853	—	—	217	3,070
Construction work in progress	1,646,101	1,111,511	—	(1,550,397)	1,207,215
Total capital assets not depreciated	2,623,721	1,111,511	—	(1,571,024)	2,164,208
Capital assets depreciated					
Buildings	3,003,008	—	—	562,924	3,565,932
Improvements	3,823,043	3,092	—	974,769	4,800,904
Equipment and vehicles	241,526	11,595	(1,322)	1,421	253,220
Total capital assets depreciated	7,067,577	14,687	(1,322)	1,539,114	8,620,056
Accumulated depreciation					
Buildings	(504,512)	(96,772)	—	—	(601,284)
Improvements	(1,221,362)	(187,824)	—	—	(1,409,186)
Equipment and vehicles	(172,422)	(13,580)	1,302	(257)	(184,957)
Total accumulated depreciation	(1,898,296)	(298,176)	1,302	(257)	(2,195,427)
Capital assets depreciated, net	5,169,281	(283,489)	(20)	1,538,857	6,424,629
Total	\$ 7,793,002	\$ 828,022	\$ (20)	\$ (32,167)	\$ 8,588,837

LAX had the following activities in capital assets during fiscal year 2016 (amounts in thousands):

	Balance at July 1, 2015	Additions	Retirement & disposals	Transfers	Balance at June 30, 2016
Capital assets not depreciated					
Land and land clearance	\$ 840,530	\$ —	\$ (346)	\$ 90,237	\$ 930,421
Air easements	44,346	—	—	—	44,346
Emission reduction credits	5,918	—	—	(3,065)	2,853
Construction work in progress	2,449,829	1,020,763	(760)	(1,823,731)	1,646,101
Total capital assets not depreciated	3,340,623	1,020,763	(1,106)	(1,736,559)	2,623,721
Capital assets depreciated					
Buildings	2,254,956	—	—	748,052	3,003,008
Improvements	3,043,955	2,020	—	777,068	3,823,043
Equipment and vehicles	215,518	8,250	(2,616)	20,374	241,526
Total capital assets depreciated	5,514,429	10,270	(2,616)	1,545,494	7,067,577
Accumulated depreciation					
Buildings	(385,745)	(67,632)	—	(51,135)	(504,512)
Improvements	(1,314,084)	(147,493)	—	240,215	(1,221,362)
Equipment and vehicles	(163,723)	(11,314)	2,615	—	(172,422)
Total accumulated depreciation	(1,863,552)	(226,439)	2,615	189,080	(1,898,296)
Capital assets depreciated, net	3,650,877	(216,169)	(1)	1,734,574	5,169,281
Total	\$ 6,991,500	\$ 804,594	\$ (1,107)	\$ (1,985)	\$ 7,793,002

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

5. Commercial Paper

As of June 30, 2017 and 2016, LAX had outstanding commercial paper (CP) notes of \$48.7 million and \$50.3 million, respectively. The respective average interest rates in effect as of June 30, 2017 and 2016 were 1.07% and 0.55%. The CP notes mature no more than 270 days from the date of issuance. The CP notes were issued as a means of interim financing for certain capital expenditures and redemption of certain bond issues.

LAX entered into a letter of credit (LOC) and reimbursement agreements with the following institutions to provide liquidity and credit support for the CP program: Bank of the West for \$54.5 million to expire on October 2, 2017; Sumitomo Mitsui Bank for \$109.0 million to expire on October 2, 2017; Wells Fargo Bank for \$218.0 million to expire on October 2, 2017; and Barclays Bank PLC for \$163.5 million to expire on January 16, 2018. LAX paid the LOC banks an average annual commitment fee approximately 0.27% on the stated amount of the LOC for fiscal years 2017 and 2016. LOC fees of \$2.0 million and \$1.5 million were paid for fiscal years 2017 and 2016, respectively. Please refer to note 19 of the notes to the financial statements relating to the subsequent extension of the LOC.

LAX had the following CP activity during fiscal year 2017 (amounts in thousands):

	Balance				Balance	
	July 1, 2016	Additions	Reductions		June 30, 2017	
Series B	\$ —	\$ 3,081	\$ —	\$	3,081	
Series C	50,310	341	(4,996)		45,655	
Total	<u>\$ 50,310</u>	<u>\$ 3,422</u>	<u>\$ (4,996)</u>	<u>\$</u>	<u>48,736</u>	

LAX had the following CP activity during fiscal year 2016 (amounts in thousands):

	Balance				Balance	
	July 1, 2015	Additions	Reductions		June 30, 2016	
Series C	<u>\$ 50,123</u>	<u>\$ 187</u>	<u>\$ —</u>	<u>\$</u>	<u>50,310</u>	

6. Bonded Debt

Bonds issued by LAX are payable solely from revenues of LAX and are not general obligations of the City.

a. Outstanding Debt

Outstanding revenue and revenue refunding bonds are due serially in varying annual amounts. Bonds outstanding as of June 30, 2017 and 2016 are as follows (amounts in thousands):

Bond issues	Issue date	Interest rate	Fiscal year of last scheduled maturity	Original principal	Outstanding principal	
					2017	2016
Issue of 2008, Series A	8/6/08	3.750% - 5.500%	2038	\$ 602,075	279,025	506,300
Issue of 2008, Series C	8/6/08	3.000% - 5.250%	2038	243,350	11,540	16,925
Issue of 2009, Series A	12/3/09	2.000% - 5.250%	2039	310,410	270,800	277,570
Issue of 2009, Series C	12/3/09	5.175% - 6.582%	2039	307,350	290,455	299,045
Issue of 2009, Series E	12/3/09	2.000% - 5.000%	2020	39,750	13,055	17,015
Issue of 2010, Series A	4/8/10	3.000% - 5.000%	2040	930,155	870,185	888,025
Issue of 2010, Series B	11/4/10	5.000%	2040	134,680	134,680	134,680
Issue of 2010, Series C	11/4/10	7.053%	2040	59,360	59,360	59,360
Issue of 2010, Series D	11/30/10	3.000% - 5.500%	2040	875,805	837,165	846,125
Issue of 2012, Series A	12/18/12	3.000% - 5.000%	2029	105,610	79,940	87,235
Issue of 2012, Series B	12/18/12	2.000% - 5.000%	2037	145,630	133,480	136,385
Issue of 2012, Series C	12/18/12	3.000% - 5.000%	2019	27,870	15,825	21,755
Issue of 2013, Series A	11/19/13	5.000%	2043	170,685	170,685	170,685
Issue of 2013, Series B	11/19/13	4.625% - 5.000%	2038	71,175	67,650	69,455
Issue of 2015, Series A	2/24/15	2.000% - 5.000%	2045	267,525	262,030	265,780
Issue of 2015, Series B	2/24/15	3.000% - 5.000%	2045	47,925	47,075	47,925
Issue of 2015, Series C	2/24/15	2.000% - 5.000%	2035	181,805	180,165	180,995
Issue of 2015, Series D	11/24/15	5.000%	2041	296,475	290,785	296,475
Issue of 2015, Series E	11/24/15	2.000% - 5.000%	2041	27,850	27,010	27,850
Issue of 2016, Series A	6/1/16	3.000% - 5.000%	2042	289,210	287,605	289,210
Issue of 2016, Series B	1/19/17	4.000% - 5.000%	2046	451,170	451,170	—
Issue of 2016, Series C	12/6/16	1.425% - 3.887%	2038	226,410	226,410	—
Total principal amount				<u>\$ 5,812,275</u>	5,006,095	4,638,795
Unamortized premium					320,461	285,980
Unamortized discount					(3,080)	(5,675)
Net revenue bonds					5,323,476	4,919,100
Current portion of debt					(107,850)	(96,200)
Net noncurrent debt					<u>\$ 5,215,626</u>	<u>\$ 4,822,900</u>

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

b. Pledged Revenue

The bonds are subject to optional and mandatory sinking fund redemption prior to maturity. LAX has agreed to certain covenants with respect to bonded indebtedness. Significant covenants include the requirement that LAX's pledged revenues, as defined in the master senior and subordinate indentures, shall be the security and source of payment for the bonds.

LAX has received approval from the FAA to collect and use passenger facility charges (PFCs) to pay for debt service on bonds issued to finance the Tom Bradley International Terminal (TBIT) Renovations, Bradley West projects and Terminal 6 improvements. Board of Airport Commissioners authorized amounts of \$118.0 million and \$124.0 million were used for debt service in fiscal years 2017 and 2016, respectively.

The total principal and interest remaining to be paid on the bonds is \$8.8 billion. Principal and interest paid during fiscal year 2017 and the net pledged revenues on GAAP basis (as defined in the master senior and subordinate indentures, after application of the \$118.0 million PFCs funds discussed in the preceding paragraph), were \$339.1 million and \$735.5 million, respectively. Advance refunding of LAX Series 2008A was \$214.1 million in fiscal year 2017. Principal and interest paid during fiscal year 2016 and the net pledged revenues on GAAP basis (as defined in the master senior and subordinate indentures, after application of the \$124.0 million PFCs funds discussed in the preceding paragraph), were \$300.8 million and \$698.1 million, respectively.

c. Bond Issuances

On December 6, 2016, LAX issued \$226.4 million of LAX senior refunding revenue bonds Series 2016C, and on January 19, 2017, \$451.2 million of LAX subordinate revenue bonds Series 2016B. The Series 2016C bonds were issued at par, and the Series 2016B bonds were sold with premium of \$51.1 million. The 2016C bonds were issued to advance refund and defease a portion of the Series 2008A senior revenue bonds in the amount of \$214.1 million. These transactions resulted in a cash flow savings of \$39.7 million and economic gain of \$24.8 million. The 2016B bonds were issued to fund certain capital projects at LAX.

On November 24, 2015, LAX issued senior lien LAX revenue bonds Series 2015D of \$296.5 million and Series 2015E of \$27.8 million, and on June 1, 2016, LAX subordinate revenue bonds Series 2016A of \$289.2 million. The premium for these issuances totaled \$99.9 million. The bonds were issued to pay for certain capital projects at LAX.

d. Principal Maturities and Interest

Scheduled annual principal maturities and interest are as follows (amounts in thousands):

Fiscal year(s) ending	Principal	Interest	Total
2018	\$ 107,850	\$ 252,230	\$ 360,080
2019	117,280	247,107	364,387
2020	123,460	241,687	365,147
2021	127,810	236,206	364,016
2022	133,905	230,122	364,027
2023 - 2027	792,265	1,043,324	1,835,589
2028 - 2032	1,027,305	814,098	1,841,403
2033 - 2037	1,321,965	522,756	1,844,721
2038 - 2042	1,062,760	177,721	1,240,481
2043 - 2046	191,495	21,893	213,388
Total	<u>\$ 5,006,095</u>	<u>\$ 3,787,144</u>	<u>\$ 8,793,239</u>

e. Build America Bonds

LAX Subordinate Revenue Bonds 2009 Series C and 2010 Series C with par amounts of \$307.4 million and \$59.4 million, respectively, were issued as federally taxable Build America Bonds (BABs) under the American Recovery and Reinvestment Act of 2009. LAWA receives a direct federal subsidy payment in the amount equal to 35% of the interest expense on the BABs. The automatic cuts in spending (referred to as “sequestration”) for the federal fiscal years ending September 30, 2017 and September 30, 2016 reduced the subsidy. The interest subsidy on the BABs was \$7.6 million in fiscal year 2017 and \$7.8 million in fiscal year 2016. The subsidy is recorded as a non-capital grant, a component of other nonoperating revenue.

Notes to the Financial Statements
June 30, 2017 and 2016
(continued)

7. Changes in Long-Term Liabilities

LAX had the following long-term liabilities activities for fiscal year ended June 30, 2017 (amounts in thousands):

	Balance at July 1, 2016	Additions	Reductions	Balance at June 30, 2017	Current Portion
Revenue bonds	\$ 4,638,795	\$ 677,580	\$ (310,280)	\$ 5,006,095	\$ 107,850
Unamortized premium	285,980	51,142	(16,661)	320,461	—
Unamortized discount	(5,675)	—	2,595	(3,080)	—
Net revenue bonds	4,919,100	728,722	(324,346)	5,323,476	107,850
Accrued employee benefits	42,515	10,181	(5,807)	46,889	5,580
Estimated claims payable	74,376	12,503	(8,395)	78,484	8,137
Liability for environmental/ hazardous materials cleanup	12,783	1,580	(6,863)	7,500	—
Net pension liability	642,431	118,756	—	761,187	—
Other long-term liabilities	886	—	—	886	—
Total	<u>\$ 5,692,091</u>	<u>\$ 871,742</u>	<u>\$ (345,411)</u>	<u>\$ 6,218,422</u>	<u>\$ 121,567</u>

LAX had the following long-term liabilities activities for fiscal year ended June 30, 2016 (amounts in thousands):

	Balance at			Balance at		Current
	July 1, 2015	Additions	Reduction	June 30, 2016	Portion	
Revenue bonds	\$ 4,106,960	\$ 613,535	\$ (81,700)	\$ 4,638,795	\$ 96,200	
Add unamortized premium	198,252	99,858	(12,130)	285,980	—	
Less unamortized discount	(5,950)	—	275	(5,675)	—	
Net revenue bonds	4,299,262	713,393	(93,555)	4,919,100	96,200	
Accrued employee benefits	41,806	5,307	(4,598)	42,515	5,357	
Estimated claims payable	75,559	7,149	(8,332)	74,376	7,899	
Liability for environmental/ hazardous materials cleanup	12,783	—	—	12,783	—	
Net pension liability	566,613	75,818	—	642,431	—	
Other long-term liabilities	886	—	—	886	—	
Total	<u>\$ 4,996,909</u>	<u>\$ 801,667</u>	<u>\$ (106,485)</u>	<u>\$ 5,692,091</u>	<u>\$ 109,456</u>	

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

8. Leases and Agreements

a. Operating Leases and Agreements As Lessor

LAX has entered into numerous rental agreements with concessionaires for food and beverage, gift and news, duty-free, rental car facilities, and advertisements. In general, the agreements provide for cancellation on a 30-day notice by either party; however, they are intended to be long-term in nature with renewal options. Accordingly, these agreements are considered operating leases for purposes of financial reporting.

The agreements provide for a concession fee equal to the greater of a minimum annual guarantee (MAG) or a percentage of gross revenues. Certain agreements are subject to escalation of the MAG. For the fiscal years ended June 30, 2017 and 2016, revenues from such agreements were approximately \$329.8 million and \$291.3 million, respectively. The respective amounts over MAG were \$110.3 million and \$76.6 million.

Minimum future rents or payments under these agreements over the next five years, assuming no material changes from concessionaires' current levels of gross sales, and that current agreements are carried to contractual termination, are as follows (amounts in thousands):

Fiscal year ending	Amount
2018	\$ 177,345
2019	130,071
2020	130,071
2021	34,943
2022	12,073
Total	<u>\$ 484,503</u>

On March 1, 2012, LAWA and Westfield Airports, LLC (Westfield) entered into a Terminal Commercial Management Concession Agreement (3-1-12 Agreement) for Westfield to develop, lease, and manage retail, food and beverage and certain passenger services in specified locations at the Tom Bradley International Terminal (TBIT) and Terminal 2 at LAX for a term of 17 years consisting of two-year development period and fifteen-year operational period. Since then, the Terminal 2 portion has been amended with an expiration date the same as the TBIT portion, which is no later than January 31, 2032. Westfield will select concessionaires subject to LAWA approval. Concession agreements awarded by Westfield shall have a term no longer than ten years. The agreement requires Westfield and its concessionaires to invest no less than \$81.9 million in initial improvements and \$16.4 million in mid-term refurbishments. Such improvements are subject to LAWA approval. The initial non-premises improvements, as defined, shall be acquired by and become the property of LAWA by cash payment to Westfield or the issuance of rent credit.

Under the 3-1-12 Agreement, the MAG will be adjusted each year by the greater of (a) \$210 per square foot escalated by the Consumer Price Index, but not greater than 2.5% for any year, or (b) 85% of the prior year's Percentage Rent (as defined) paid to LAWA beginning January 1, 2014. For any year in which the number of enplaned passengers in TBIT and Terminal 2 is (a) less than the 2011 passenger enplanements, or (b) less than 90% of the prior year's passenger enplanements in these terminals, an additional adjustment to the MAG is calculated on a retroactive basis.

On June 22, 2012, LAWA and Westfield entered into another Terminal Commercial Management Concession Agreement (6-22-12 Agreement) for Westfield to develop, lease, and manage retail, food and beverage and certain passenger services in specified locations at the Terminals 1, 3, and 6. The term of this agreement is 17 years consisting of two-year development period and fifteen-year operational period. Under this agreement, the expiration dates of Terminal 1, 3 and 6 are June 30, 2032, June 30, 2029 and September 30, 2030, respectively. Westfield will select concessionaires subject to LAWA approval. Concession agreements awarded by Westfield shall have a term no longer than ten years. The agreement requires Westfield and its concessionaires to invest no less than \$78.6 million in initial improvements and \$15.7 million in mid-term refurbishments. Such improvements are subject to LAWA approval. The initial non-premises improvements, as defined, shall be acquired by and become the property of LAWA by cash payment to Westfield or the issuance of rent credit.

Under the 6-22-12 Agreement, the MAG will be adjusted each year by the greater of (a) \$240 per square foot escalated by the Consumer Price Index, but not greater than 2.5% for any year, or (b) 85% of the prior year's Percentage Rent (as defined) paid to LAWA. For any year in which the number of enplaned passengers in Terminals 1, 3, and 6 is (a) less than the 2011 passenger enplanements, or (b) less than 90% of the prior year's passenger enplanements in these terminals, an additional adjustment to the MAG is calculated on a retroactive basis beginning January 1, 2014. Please refer to note 19 of the notes to the financial statements relating to a subsequent amendment of the Westfield Agreements.

Minimum future rents under these two agreements with Westfield over the next five years assuming no material changes from concessionaires' current levels of gross sales are estimated as follows (amounts in thousands):

Fiscal year ending	Amount
2018	\$ 37,100
2019	38,028
2020	38,979
2021	39,953
2022	41,458
Total	<u>\$ 195,518</u>

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

LAX also leases land and terminal facilities to certain airlines and others. The terms of these long-term leases range from less than 10 years to 40 years and generally expire between 2017 and 2025. Certain airlines and consortium of airlines also pay maintenance and operating charges (M&O Charges) that include direct and indirect costs allocated to all passenger terminal buildings, other related and appurtenant facilities, and associated land. Rates for M&O Charges are set each calendar year based on the actual audited M&O Charges for the prior fiscal year ending June 30. The land and terminal lease agreements are accounted for as operating leases. For the fiscal years ended June 30, 2017 and 2016, revenues from these leases were \$592 million and \$558.8 million, respectively.

Future rents under these land and terminal lease agreements over the next five years were based on the assumption that current agreements are carried to contractual termination. The estimated future rents are as follows (amounts in thousands):

Fiscal year ending	Amount
2018	\$ 573,052
2019	553,128
2020	540,028
2021	524,457
2022	461,691
Total	<u>\$ 2,652,356</u>

The carrying cost and the related accumulated depreciation of property held for operating leases as of June 30, 2017 and 2016 are as follows (amounts in thousands):

	2017	2016
Buildings and facilities	\$ 4,939,989	\$ 4,022,026
Accumulated depreciation	(838,408)	(697,070)
Net	4,101,581	3,324,956
Land	525,616	556,951
Total	<u>\$ 4,627,197</u>	<u>\$ 3,881,907</u>

b. Lease Obligations

LAX leases office spaces under operating lease agreements that expire through 2032. Lease payments for the fiscal years ended June 30, 2017 and 2016 were \$7.1 million and \$7.6 million, respectively. Future minimum lease payments under the agreements are as follows (amounts in thousands):

<u>Fiscal year(s) ending</u>	<u>Amount</u>
2018	\$ 7,196
2019	7,190
2020	5,676
2021	3,557
2022	3,557
2023-2027	16,899
2028-2032	9,459
Total	<u>\$ 53,534</u>

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

9. Passenger Facility Charges

Passenger Facility Charges (PFCs) are fees imposed on enplaning passengers by airports to finance eligible airport related projects that preserve or enhance safety, capacity, or security of the national air transportation system; reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among carriers. Both the fee and the intended projects are reviewed and approved by the Federal Aviation Administration (FAA). Airlines operating at LAX have been collecting PFCs on behalf of LAX. PFCs are recorded as nonoperating revenue and presented as restricted assets in the financial statements. The current PFCs is \$4.50 per enplaned passenger. PFCs collection authorities approved by FAA are \$4.1 billion and \$3.1 billion as of June 30, 2017 and 2016, respectively. LAX has received approval from the FAA to collect and use PFCs to pay for debt service on bonds issued to finance the TBIT Renovations, Bradley West projects and Terminal 6 improvements. Board authorized amounts of \$118.0 million and \$124.0 million were used for debt service in fiscal years 2017 and 2016, respectively.

The following is a summary of projects approved by FAA as of June 30, 2017 and 2016 (amounts in thousands):

	2017	2016
Terminal development	\$ 3,141,679	\$ 2,148,395
Noise mitigation	863,745	863,745
Airfield development and equipment	83,620	83,620
Total	<u>\$ 4,089,044</u>	<u>\$ 3,095,760</u>

PFCs collected and the related interest earnings through June 30, 2017 and 2016 were as follows (amounts in thousands):

	2017	2016
Amount collected	\$ 2,282,374	\$ 2,118,505
Interest earnings	209,050	203,570
Total	<u>\$ 2,491,424</u>	<u>\$ 2,322,075</u>

As of June 30, 2017 and 2016, cumulative expenditures to date on approved PFCs projects totaled \$2.0 billion and \$1.9 billion, respectively.

10. Customer Facility Charges

In November 2001, the Board approved the collection of a state-authorized Customer Facility Charge (CFCs) from car rental agencies serving LAX. State law allows airports to collect a fee of \$10.00 per on-airport rental car agency transaction to fund the development of a consolidated car rental facility and common-use transportation system. CFCs are recorded as nonoperating revenue and presented as restricted assets in the financial statements.

CFCs collected and the related interest earnings through June 30, 2017 and 2016 were as follows (amounts in thousands):

	2017	2016
Amount collected	\$ 266,669	\$ 234,124
Interest earnings	17,377	14,404
Total	<u>\$ 284,046</u>	<u>\$ 248,528</u>

As of June 30, 2017 and 2016, cumulative expenditures on approved CFCs projects totaled \$3.0 million.

Under Section 1939 of California Legislature, LAX can change the amount and basis for collecting a CFCs from the current \$10.00 per contract level to a maximum of \$9.00 per transaction day, up to a 5-day maximum. Also, changes made to the amount and basis for collecting the CFCs would have to be initiated by January 1, 2018 by submitting certain information to the State of California (State).

The Landside Access and Modernization Program (LAMP) included proposed landside projects at LAX including a future ConRAC, Intermodal Transportation Facilities (ITF), which may include pick-up and drop-off locations for commercial vehicles that currently access the Central Terminal Area (CTA) on adjacent roadways and parking facilities for passenger and employees; the Automated People Mover (APM) System, and certain parking projects. The proposed ConRAC would be located east of the CTA, and it may include a customer service building, a ready/return area, a vehicle storage area, quick-turnaround facilities, and an area for rental car customers to access and exit the APM system. LAWA expects that the capital costs of a future ConRAC at LAX and portion of the APM system would be paid from annual CFCs revenues that are currently collected from on-airport rental car companies and remitted to LAWA. LAWA has initiated the State process to increase the CFCs rate charged at LAX. Please refer to note 19 of the notes to the financial statements relating to a subsequent Board authorization relating to CFC collection.

11. Capital Grant Contributions

Contributed capital related to government grants and other aid totaled \$87.8 million and \$49.3 million in fiscal years 2017 and 2016, respectively. Capital grant funds are primarily provided by the FAA Airport Improvement Program and Transportation Security Administration.

Notes to the Financial Statements

June 30, 2017 and 2016

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12. Related Party Transactions

The City provides services to LAX such as construction and building inspection, fire and paramedic, police, water and power, and certain administrative services. The costs for these services for fiscal years ended June 30, 2017 and 2016 were \$106.1 million and \$94.1 million.

LAX collects parking taxes on behalf of the City's General Fund. The parking taxes collected and remitted during each of fiscal years 2017 and 2016 were \$9.7 million and \$9.3 million, respectively.

LAX shares certain administrative functions with ONT, VNY, and PMD including, but not limited to, legal, human services, and financial services. As described in Note 17 of the notes to the financial statements, ONT was transferred to OIAA on November 1, 2016.

Also, beginning fiscal year 2011, LAX pays VNY annual rent for the use of the land where the Flyaway Terminal resides. The rent is adjusted every July 1 of each year based on the consumer price index. The adjusted rent was \$1.1 million for fiscal years 2017 and 2016. The details are as follows (amounts in thousands):

	FY 2017	FY 2016
Allocated administrative costs		
ONT	\$ 2,048	\$ 6,866
VNY	2,241	2,120
PMD	296	370
Total	4,585	9,356
Land rental	(1,132)	(1,112)
Net	\$ 3,453	\$ 8,244

In December 2009, two cases were settled that related to FAA's audit findings of improper payments by LAX to the City General Fund. The cases involved compliance review by FAA of the transfer of LAX revenue funds to the City General Fund for the implementation of a joint strategic international marketing alliance, and the legality of the transfer of \$43.0 million out of approximately \$58.0 million representing condemnation proceeds received for certain City-owned property taken by the State for use in the construction of the Century Freeway. The settlement calls for a series of semi-annual payments over ten years through June 30, 2019 by the City General Fund to LAX totaling \$17.7 million plus 3.0% interest for a total of \$21.3 million. The installment payments will be offset against billings for actual cost of services provided by the City General Fund to LAX. At June 30, 2017 and 2016, the respective outstanding principal amount of \$2.9 million and \$5.8 million receivable beyond one year were reported under other noncurrent assets. The balance of \$2.9 million was reported as receivable within one year under unrestricted current assets for both June 30, 2017 and 2016.

13. Pension Plan

a. General Information

Plan Description

All full-time employees of LAX are eligible to participate in the Los Angeles City Employees' Retirement System (LACERS), a single-employer defined benefit pension plan (the Pension Plan). LACERS serves as a common investment and administrative agent for City departments and agencies that participate in LACERS. LACERS is under the exclusive management and control of its Board of Administration whose authority is granted by statutes in Article XVI, Section 17 of the California State Constitution, and Article XI of the Los Angeles City Charter. Benefits and benefit changes are established by ordinance and approved by City Council and the Mayor.

All employees who became members of LACERS before July 1, 2013 are designated as Tier 1 members. On or after July 1, 2013, new employees became members of LACERS Tier 2. However, on July 9, 2015, Tier 2 was rescinded and a new tier of benefits was created. As a result, Ordinance 184134 was adopted on January 12, 2016, where all active Tier 2 members were transferred to Tier 1 as of February 21, 2016. Thereafter, new members became Tier 3 members of LACERS.

LACERS' publicly issued financial report, which covers both pension benefits and other postemployment benefits, may be obtained by writing or calling: Los Angeles City Employees' Retirement System, 202 W. First Street, Suite 500, Los Angeles, CA 90012-4401, (800) 779-8328 or LACERS' website <http://lacers.org/aboutlacers/reports/index.html>. As a City department, LAWA shares in the risks and costs with the City. LAX presents the related defined benefit disclosures as a participant in a single employer plan of the City on a cost-sharing basis. As of the completion date of LAX's financial statements, LACERS' financial statements and the Pension Plan's actuarial valuation study for fiscal year 2017 are not yet available.

Benefits Provided

LACERS provides for service and disability retirement benefits, as well as death benefits. Members of LACERS have a vested right to their own contributions and accumulated interest posted to their accounts. Generally, after five years of employment, members are eligible for future retirement benefits, which increase with length of service. If a member who has five or more years of continuous City service terminates employment, the member has the option of receiving retirement benefits when eligible or having his or her contributions and accumulated interest refunded. Benefits are based upon age, length of service, and compensation.

Notes to the Financial Statements

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LACERS Tier 1 members are eligible to retire with unreduced benefits if they have 10 or more years of continuous City service at age 60, or at least 30 years of City service at age 55, or with any years of City service at age 70 or older. Members also are eligible to retire with age-based reduced benefits after reaching age 55 with 10 or more years of continuous City service, or at any age with 30 or more years of City service. Full (unreduced) retirement benefits are determined as 2.16% of the member's average monthly pensionable salary during the member's last 12 months of service, or during any other 12 consecutive months of service designated by the member, multiplied by the member's years of service credit. Members with five years of continuous service are eligible for disability retirement, and the benefits are determined as 1/70 of the member's final average monthly salary for each year of service or 1/3 of the member's final average monthly salary, if greater.

Upon an active member's death, a refund of the member's contributions and, depending on the member's years of service, a limited pension benefit equal to 50% of monthly salary will be paid up to 12 months. Or, if such member was eligible to retire, survivor benefits may be paid to an eligible spouse or qualified domestic partner. Upon a retired member's death, a \$2,500 funeral allowance is paid, and modified or unmodified allowance is continued to an eligible spouse or qualified domestic partner.

LACERS Tier 3 members are eligible to retire with unreduced benefits if they have at least 10 or more years of City service at age 60 or at least 30 years of City service at age 55, provide that five years of service must be continuous. Full unreduced retirement benefits at age 60 with 10 years of City service are determined with a 1.5% retirement factor. Members also are eligible to retire with an age-based reduced benefits before reaching age 60 with 30 or more years of City service with a retirement factor of 2.0%. If the member is age 55 or older with 30 years of service at the time of retirement, his or her retirement allowance will not be subject to reduction on account of age. However, if the member is younger than age 55 with 30 years of service at the time of retirement, his or her retirement allowance will be reduced by the applicable early retirement reduction factor. In addition, LACERS also provides Tier 3 members an enhanced retirement benefits with a 2.0% retirement factor if the member retires at age 63 with at least 10 years of service; or a retirement factor of 2.1% if the member retires at age 63 with 30 years of service. Tier 3 retirement benefits are determined by multiplying the member's retirement factor (1.5% - 2.1%), with the member's last 36 months of final average compensation or any other 36 consecutive months designated by the member, and by the member's years of service credit.

Tier 3 members with five years of continuous service are eligible for disability retirement, and the benefits are determined as 1/70 of the member's final average monthly salary for each year of service or 1/3 of the member's final average monthly salary, if greater. Upon an active member's death, a refund of the member's contributions and, depending on the member's years of service, a limited pension benefit equal to 50% of monthly salary may be paid up to 12 months. Or, if such member was eligible to retire, survivor benefits may be paid to an eligible spouse or qualified domestic partner. Upon a retired member's death, a \$2,500 funeral allowance is paid, and a modified or unmodified allowance is continued to an eligible spouse or qualified domestic partner.

Retirement allowances are indexed annually for inflation. The LACERS Board of Administration has authority to determine the average annual percentage change in the CPI for the purpose of providing a COLA to the benefits of eligible members and beneficiaries in July. The adjustment is based on the prior year's change of Los Angeles area CPI subject to a maximum of 3.0% for Tier 1 members or 2.0% for Tier 3 members. The excess over the maximum will be banked for Tier 1 members only.

Membership

As of June 30, 2016, LACERS had 20,078 Tier 1 active vested members; 3,907 and 461 active nonvested Tier 1 and Tier 3 members respectively; 18,357 inactive Tier 1 retired members; 4,677 inactive nonvested members; and 2,218 terminated members not yet receiving benefits. As of June 30, 2015, LACERS had 20,906 and 2,989 active vested and nonvested members, respectively; 4,408 and 17,932 inactive nonvested and inactive retired members, respectively; and 2,099 inactive terminated members not yet receiving benefits. (Note: information for fiscal year 2017 is not yet available on this report issue date).

Member Contributions

The current contribution rate for most of the Tier 1 members is 11% of their pensionable salary including a 1% increase in the member contribution rate pursuant to the 2009 Early Retirement Incentive Program (ERIP) ordinance for all employees for a period of 15 years (or until the ERIP cost obligation is fully recovered, whichever comes first); and 4% additional contributions in exchange for a vested right to future increases in the maximum retiree medical subsidy pursuant to a 2011 City Council ordinance. As of June 30, 2017 and June 30, 2016, all active Tier 1 members are now paying additional contributions, and are not subject to the retiree medical subsidy cap. The contribution rate for Tier 3 members is 11% of their pensionable salary including 4% of additional contributions in exchange for a vested right to future increases in the maximum retiree medical subsidy. Unlike Tier 1, Tier 3 members do not pay the ERIP contribution, therefore, Tier 3 members' contribution rate will not drop down when Tier 1 members cease to pay the 1% ERIP contribution.

Employer Contributions

The City contributes to the retirement plan based upon actuarially determined contribution rates adopted by the Board of Administration. Employer contribution rates are adopted annually based upon recommendations received from LACERS actuary after the completion of the annual actuarial valuation. The average employer contribution rates were 23.02% and 20.76% of compensation⁶ as of June 30, 2016 (based on the June 30, 2014 valuation) and June 30, 2015 (based on the June 30, 2013 valuation), respectively. (Note: information for fiscal year 2017 is not yet available on this report issue date).

⁶ After adjustments to phase in over five years the impact of new actuarial assumptions (as a result of the June 30, 2011 Triennial Experience Study) on the City's contributions.

Notes to the Financial Statements

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(continued)

The total City contributions to LACERS of \$681.0 million and \$652.0 million for the years ended June 30, 2017 and June 30, 2016, respectively, consisted of the following (amounts in thousands):

	2017	2016
Required contributions	\$ 453,356	\$ 440,546
Family death benefit Plan	148	158
Total City contributions	453,504	440,704
Member contributions	227,532	211,345
Total	\$ 681,036	\$ 652,049

The required City contribution of \$453.4 million was equal to 100% of the actuarially determined employer contribution. Member contributions of \$227.5 million were made toward the retirement and voluntary family death benefits for fiscal year 2017.

The required City contribution of \$440.5 million was equal to 100% of the actuarially determined employer contribution. Member contributions of \$211.3 million were made toward the retirement and voluntary family death benefits for fiscal year 2016.

LAX's Contributions to the Pension Plan

LAX's contributions to the Pension Plan for the year ended June 30 (amounts in thousands):

	2017	2016
LAX's required contributions to the Pension Plan	\$ 61,197	\$ 55,972

The LAX contributions made to the Pension Plan under the required contribution category in the amounts of \$61.2 million and \$56.0 million for fiscal years 2017 and 2016, respectively, were equal to 100% of the actuarially determined contribution of the employer.

b. Net Pension Liability, Pension Expenses and Deferred Outflows/Inflows of Resources Related to the Pension Plan

LACERS' Net Pension Liability (NPL) for fiscal year 2017 was measured as of June 30, 2016 and determined based upon the Plan Fiduciary Net Position (FNP) and Total Pension Liability (TPL) from actuarial valuation as of June 30, 2016. LACERS' NPL for fiscal year 2016 was measured as of June 30, 2015 and determined based upon the FNP and TPL from actuarial valuation as of June 30, 2015.

As of the reporting date June 30, 2017 (measurement date of June 30, 2016) and reporting date June 30, 2016 (measurement date of June 30, 2015), LAX reported its proportionate shares of TPL, FNP and NPL as follows (amounts in thousands):

	Reporting date 6/30/17 Measurement date 6/30/16	Reporting date 6/30/16 Measurement date 6/30/15
LAX's proportionate share:		
Total Pension Liability	\$ 2,361,087	\$ 2,177,306
Plan Fiduciary Net Position	(1,599,900)	(1,534,875)
Net Pension Liability	<u>\$ 761,187</u>	<u>\$ 642,431</u>
Plan Fiduciary Net Position as a percentage of the Total Pension Liability	67.76%	70.49%

LAX's NPL was measured as the proportionate share of the NPL based on the employer contributions made by LAX during fiscal year 2016. The NPL was measured as of June 30, 2016 and determined based upon the Pension Plan's FNP (plan assets) and TPL from actuarial valuations as of June 30, 2016.

Change in LAX's proportionate share of the NPL as of June 30, 2017 (measurement date June 30, 2016) and 2016 (measurement date June 30, 2015) was as follows (amounts in thousands):

	NPL	Proportion
Proportion - Reporting date June 30, 2017 (measurement date June 30, 2016)	\$ 761,187	13.55%
Proportion - Reporting date June 30, 2016 (measurement date June 30, 2015)	\$ 642,431	12.87%
Change - Increase	\$ 118,756	0.68%

Change in LAX's proportionate share of the NPL as of June 30, 2016 (measurement date June 30, 2015) and 2015 (measurement date June 30, 2014) was as follows (amounts in thousands):

	NPL	Proportion
Proportion - Reporting date June 30, 2016 (measurement date June 30, 2015)	\$ 642,431	12.87%
Proportion - Reporting date June 30, 2015 (measurement date June 30, 2014)	\$ 566,613	12.71%
Change - Increase	\$ 75,818	0.16%

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

For the year ended June 30, 2017, LAX recognized pension expense of \$78.4 million. At June 30, 2017, LAX reported deferred outflows of resources and deferred inflows of resources related to pensions from the following resources (amounts in thousands):

	Deferred outflows of resources	Deferred inflows of resources
Pension contributions subsequent to measurement date	\$ 61,197	\$ —
Differences between expected and actual experience	—	54,878
Changes of assumptions	49,538	—
Net difference between projected and actual earnings on pension plan investments	87,436	—
Changes in proportion and differences between employer contributions and proportionate share of contributions	5,181	18,037
Total	<u>\$ 203,352</u>	<u>\$ 72,915</u>

\$61.2 million reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the NPL in the year ended June 30, 2018. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows (amounts in thousands):

Fiscal year ending	Amount
2018	\$ 11,525
2019	11,525
2020	35,028
2021	13,450
2022	(2,288)

For the year ended June 30, 2016, LAX recognized pension expense of \$57.4 million . At June 30, 2016, LAX reported deferred outflows of resources and deferred inflows of resources related to pensions from the following resources (amounts in thousands):

	Deferred outflows of resources	Deferred inflows of resources
Pension contributions subsequent to measurement date	\$ 55,972	\$ —
Differences between expected and actual experience	—	27,695
Changes of assumptions	65,097	—
Net difference between projected and actual earnings on pension plan investments	—	18,375
Changes in proportion and differences between employer contributions and proportionate share of contributions	6,273	13,881
Total	<u>\$ 127,342</u>	<u>\$ 59,951</u>

\$56.0 million reported as deferred outflows of resources related to contributions subsequent to the measurement date were recognized as a reduction of the NPL in the year ended June 30, 2017. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows (amounts in thousands):

Fiscal year ending	Amount
2017	\$ (2,562)
2018	(2,562)
2019	(2,562)
2020	19,872
2021	(767)

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c. Actuarial Assumptions for the June 30, 2016 Measurement Date for Fiscal Year 2017

The total pension liabilities as of June 30, 2016 and June 30, 2015 determined by actuarial valuations as of June 30, 2016 and June 30, 2015, respectively, using the following actuarial assumptions⁷, applied to all periods included in the measurement:

Inflation:	3.25%
Discount rate:	7.5%
Salary increases:	Ranges from 4.40% to 10.50% based on years of service, including inflation
Investment rate of return:	7.50%, net of pension plan investment expense, including inflation
Post-Retirement Mortality Rates:	
Healthy Members and all Beneficiaries:	RP-2000 Combined Healthy Mortality Table projected with Scale BB to 2020, set back one year for males and with no setback for females.
Disabled Members:	RP-2000 Combined Healthy Mortality Table projected with Scale BB to 2020, set forward seven years for males and set forward eight years for females.
Termination Rates before Retirement: Pre-Retirement Mortality:	RP-2000 Combined Healthy Mortality Table projected with Scale BB to 2020, set back one year for males and with no setback for females.
Retirement Age and Benefit for Inactive Vested Participants:	Pension benefit paid at the later of age 58 or the current attained age. For reciprocals, 4.40% compensation increases per annum.
Exclusion of Inactive Members:	All inactive participants are included in the valuation.
Definition of Active Members:	First day of biweekly payroll following employment for new department employees or immediately following transfer from other city department.
Unknown Data for Members:	Same as those exhibited by members with similar known characteristics. If not specified, members are assumed to be male.
Percent Married/Domestic Partner:	76% of male participants; 50% of female participants.
Age of Spouse:	Male retirees are assumed to be 4 years older than their female spouses. Female retirees are assumed to be 2 years younger than their male spouses.
Service:	Employment service is used for eligibility determination purposes. Benefit service is used for benefit calculation purposes.
Future Benefit Accruals:	1.0 year of service per year.
Other Reciprocal Service:	5% of future inactive vested members will work at a reciprocal system.
Consumer Price Index:	Increase of 3.25% per year; benefit increases due to CPI subject to 3.00% maximum for Tier 1 and 2.00% maximum for Tier 2.
Employee Contribution Crediting Rate:	Based on average of 5-year Treasury note rate. An assumption of 3.25% is used to approximate that crediting rate in this valuation.
Actuarial Cost Method:	Entry Age Cost Method.

⁷ The actuarial assumptions used in the June 30, 2016 and June 30, 2015 valuations were based on the results of an experience study for the period from July 1, 2011 through June 30, 2014. They are the same as the assumptions used in the June 30, 2016 funding actuarial valuation for LACERS.

d. Discount Rate for Fiscal Year 2017

The discount rate used to measure the total pension liability was 7.50% as of June 30, 2016 and June 30, 2015. The projection of cash flows used to determine the discount rate assumed plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the actuarially determined contribution rates. For this purpose, only employee and employer contributions that are intended to fund benefits of current plan members and their beneficiaries are included. Projected employer contributions that are intended to fund the service costs for future plan members and their beneficiaries, as well as projected contributions from future plan members, are not included. Based on those assumptions, the Plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments for current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability as of both June 30, 2016 and June 30, 2015.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adding expected inflation, and subtracting expected investment expenses and a risk margin. The target allocation and projected arithmetic real rates of return for each major asset class, after deducting inflation, but before deducting investment expenses, used in the derivation of the long-term expected investment rate of return assumption are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term (Arithmetic)</u>
		<u>Expected Real Rate of Return</u>
U.S. Large Cap Equity	20.40%	5.94%
U.S. Small Cap Equity	3.60%	6.64%
Developed	21.75%	6.98%
Emerging Market	7.25%	8.48%
Core Bonds	16.53%	0.71%
High Yield Bonds	2.47%	2.89%
Private Real Estate	5.00%	4.69%
Cash	1.00%	-0.46%
Credit Opportunities	5.00%	3.07%
Public Real Assets	5.00%	3.41%
Private Equity	12.00%	10.51%
Total	100.00%	

Notes to the Financial Statements

June 30, 2017 and 2016

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Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents LAX's proportionate share of the NPL as of June 30, 2016 and June 30, 2015, calculated using the discount rate of 7.50%, as well as what LAX's proportionate share of NPL would be if it were calculated using a discount rate that is 1 percentage point lower (6.50%) or 1 percentage point higher (8.50%) than the current rate (amounts in thousands):

	June 30, 2016	June 30, 2015
1% decrease	6.50%	6.50%
Net Pension Liability	\$1,072,834	\$932,617
Current discount rate	7.50%	7.50%
Net Pension Liability	\$761,187	\$642,431
1% increase	8.50%	8.50%
Net Pension Liability	\$501,665	\$400,940

Pension Plan Fiduciary Net Position

The Pension Plan's fiduciary net position has been determined on the same basis used by the Pension Plan and the plans basis of accounting, including policies with respect to benefit payments and valuation of investments. Detailed information about LACERS net position is available in the separately issued LACERS financial reports, which can be found on the LACERS website.

e. Payable to the Pension Plan for Fiscal Year 2017

The City annual costs for the plans are calculated based on the annual required contribution of the employer, an amount actuarially determined in accordance with the parameters of the applicable GASB statements. LAX paid 100% of its annual contributions of \$61.2 million and \$56.0 million to the Pension Plan for fiscal years ended June 30, 2017 and June 30, 2016, respectively. At June 30, 2017 and June 30, 2016, LAX did not have any payable to be reported for the outstanding amount of contributions to the Pension Plan required for the year end.

14. Other Postemployment Benefit Plan (OPEB)

a. General Information

Plan Description

LACERS provides other postemployment health care benefits under a Postemployment Health Care Plan to eligible retirees and their eligible spouses/domestic partners who participate in the Pension Plan. Benefits and benefit changes are established by ordinance and approved by the City Council and the Mayor. Under Division 4, Chapter 11 of the City's Administrative Code, certain retired employees are eligible for a health insurance premium subsidy. This subsidy is to be funded entirely by the City. These benefits may also extend to the coverage of other eligible dependent(s). To be eligible for health care benefits, member must: 1) be at least age 55; 2) had at least 10 whole years of service with LACERS; and 3) enrolled in a System-sponsored medical or dental plan or are a participant in the Medical Premium Reimbursement Program (MPRP). Retirees and surviving spouses/domestic partners can choose from the health plans that are available, which include medical, dental, and vision benefits, or participate in the MPRP if he/she resides in an area not covered by the available medical plans. Retirees and surviving spouses/domestic partners receive medical subsidies based on service years and service credit. The dental subsidies are provided to the retirees only, based on service years and service credit.

LACERS' publicly issued financial report, which covers both pension benefits and other postemployment benefits, may be obtained by writing or calling: Los Angeles City Employees' Retirement System, 202 W. First Street, Suite 500, Los Angeles, CA 90012-4401, (800) 779-8328 or LACERS' website <http://lacers.org/aboutlacers/reports/index.html>. As a City department, LAWA shares in the risks and costs with the City. LAX presents the related OPEB benefit disclosures as a participant in a single employer plan of the City on a cost-sharing basis. As of the completion date of LAX's financial statements, LACERS' financial statements and the OPEB's actuarial valuation study for fiscal year 2017 are not yet available.

Benefits Provided

The maximum subsidies are set annually by the LACERS Board of Administration. Both Tier 1 and Tier 3 members will be eligible for 40% of maximum medical plan premium subsidy for 1 – 10 whole years of service credit, and the eligible members earn 4% per year of service credit for their annual medical subsidy accrual after 10 years of service. Eligible spouses/domestic partners of Pension Plan members are entitled to LACERS' postemployment health care benefits after the retired member's death. During the 2011 fiscal year, the City adopted an ordinance ("Subsidy Cap Ordinance") to limit the maximum medical subsidy at \$1,190 for those members who retire on or after July 1, 2011; however, members who at any time prior to retirement made additional contributions are exempted from the subsidy cap and obtain a vested right to future increases in the maximum medical subsidy at an amount not less than the dollar increase in the Kaiser two-party non-Medicare Part A and Part B premium.

Notes to the Financial Statements

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Funding Policy for OPEB

The City Charter requires periodic employer contributions at actuarially-determined rates that, expressed as percentages of annual covered payroll, are sufficient to accumulate the required assets to pay benefits when due. The required contribution rate for OPEB for the fiscal year ended June 30, 2016, was 5.58% of covered payroll, determined by the June 30, 2014 actuarial valuation. The required contribution rate for OPEB for the fiscal year ended June 30, 2015, was 5.61% of covered payroll, determined by the June 30, 2013 actuarial valuation. (Note: information for fiscal year 2017 is not yet available on this report issue date)

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, investment returns, and the health care cost trends. The funded status of the plan and the annual required contributions of the employer, determined by the annual actuarial valuations, are subject to continual revisions as actual results are compared with past expectations and new estimates are made about the future.

LACERS switched to the Entry Age cost method beginning from the June 30, 2012 actuarial valuation to determine the required annual contribution amount for OPEB. The required annual contribution amount is composed of two components: normal cost which is the cost of the portion of the benefit that is allocated to a given year, and the payment to amortize the unfunded actuarial accrued liability (UAAL) which is the difference between LACERS actuarial liabilities and actuarial assets.

The components of the UAAL are amortized as a level percent of pay. Based on LACERS funding policy, increases or decreases in the UAAL due to assumption changes are amortized over 20 years, except that health cost trend and premium assumption changes are amortized over 15 years. Plan changes and experience gains and losses are amortized over 15 years, subject to adjustments to comply with GASB requirements on maximum amortization period of 30 years for all layers combined. The amortization periods are closed as each layer of the UAAL is systematically amortized over a fixed period.

Funded Status and Funding Progress

The following is funded status information for OPEB as of June 30, 2016, and June 30, 2015 (amounts in thousands): (Note: information for fiscal year 2017 is not yet available on this report issue date)

	2016	2015	2014
Actuarial Accrued Liability (AAL)	\$ 2,793,689	\$ 2,646,989	\$ 2,662,853
Actuarial value of assets	2,248,753	2,108,925	1,941,225
Unfunded AAL	<u>\$ 544,936</u>	<u>\$ 538,064</u>	<u>\$ 721,628</u>
Funded ratio	80.49%	79.67%	72.90%
Covered payroll	\$ 1,968,703	\$ 1,907,665	\$ 1,898,064
Unfunded AAL as a percentage of covered payroll	27.68%	28.21%	38.02%

City's Contributions to OPEB

The City's annual OPEB cost, the percentage of annual OPEB cost contributed to the OPEB plan, and the net OPEB asset (liability) for fiscal year 2016 and the two preceding years for each of the plans are as follows (amounts in thousands): (Note: information for fiscal year 2017 is not yet available on this report issue date).

Year ended	Annual OPEB Cost (AOC)	Percentage of AOC contributed	Net OPEB Asset (Liability)
6/30/2014	\$ 97,841	100%	—
6/30/2015	\$ 100,467	100%	—
6/30/2016	\$ 105,983	100%	—

LAX's Contributions to OPEB

LAX's contributions to OPEB for the year ended June 30 (amounts in thousands):

	2017	2016
LAX's required contributions to OPEB	<u>\$ 13,225</u>	<u>\$ 13,875</u>

LAX's contributions made for OPEB, in the amounts of \$13.2 million and \$13.9 million for fiscal years 2017 and 2016, respectively, represent 100% of the Annual Required Contribution (ARC) as defined by GASB Statements No. 43⁸ and No. 45⁹.

⁸ GASB Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*, issued in April 2004

⁹ GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefit Plans Other Than Pension*, issued in June 2004.

Notes to the Financial Statements

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b. Actuarial Methods and Assumptions

Projections of benefits for financial reporting purposes are based on LACERS plan provisions and include the types of benefits provided at the time of each valuation and historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques, such as seven-year smoothing of assets and amortization of UAAL over various periods of time depending on the nature of the UAAL, that are designed to reduce the effects of short-term volatility in funding, consistent with the long-term perspective of the calculations.

Valuation Date	June 30, 2016
Actuarial Cost Method	Entry Age Cost Method – level percent of salary.
Amortization Method	Level Percent of Payroll – assuming a 4.00% increase in total covered payroll.
Amortization Period	Multiple layers – closed amortization period. Actuarial gains/losses are amortized over 15 years. Assumption or method changes are amortized over 20 years, except that assumptions specifically related with the Postemployment Health Care benefits and reviewed annually by the LACERS Board are amortized over 15 years. Plan changes, including the 2009 ERIP, are amortized over 15 years. Future ERIPs will be amortized over five years. Any actuarial surplus is amortized over 30 years. The existing layers on June 30, 2012, except those arising from the 2009 ERIP and the two GASB Statements No. 25/27 layers for the Pension Plan, were combined and amortized over 30 years. Health trend and premium assumption changes are amortized over 15 years. Years remaining range from 8 to 26 years.
Asset Valuation Method	Fair value of assets less unrecognized returns in each of the last seven years. Unrecognized return is equal to the difference between the actual market return and the expected return on the fair value, and is recognized over a seven-year period. The actuarial value of assets cannot be less than 60% or greater than 140% of fair value of assets. An Ad Hoc change was made in 2014 to combine the unrecognized returns and losses of prior years as of June 30, 2013 into one layer and recognize it evenly over six years from fiscal year 2013-14 through fiscal year 2018-19.
Actuarial Assumptions:	
Investment Rate of Return	7.50%, net of pension plan investment expense, including inflation
Mortality Table for Retirees	RP-2000 Combined Healthy Mortality Table projected with Scale BB to 2020, set back one year for males and no set back for females.
Mortality Table for Disabled Retirees	RP-2000 Combined Healthy Mortality Table projected with Scale BB to 2020, set seven years for males and set forward eight years for females.
Marital Status	60% of male and 30% of female retirees who receive a subsidy are assumed to be married or have a qualified domestic partner and elect dependent coverage.
Spouse Age Difference	Male retirees are assumed to be four years older than their female spouses. Female retirees are assumed to be two years younger than their male spouses.
Surviving Spouse Coverage	With regard to members who are currently alive, 100% of eligible spouses or domestic partners are assumed to elect continued health coverage after the member's death.
Participation	50% of inactive members are assumed to receive a subsidy for a City approved health carrier. 100% of retirees becoming eligible for Medicare are assumed to be covered by both Parts A and B.
Health Care Cost Trend Rates	Medical Premium Trend Rates to be applied in the following fiscal years, to all health plans. Trend Rate is to be applied to the premium for shown fiscal year to calculate next fiscal year's projected premium.

15. Risk Management

The Risk Management Division administers LAWA's risk and claims management program. by implementing a comprehensive risk identification, assessment, regulation and insurance program. The program addresses key risks that may adversely affect LAWA's ability to meet its business goals and objectives and effectively insures against losses, transfers risk or otherwise mitigates risk losses.

LAWA maintains insurance coverage of \$1.3 billion for general aviation liability perils and \$1.0 billion for war and allied perils (Terrorism). Additional insurance coverage is carried for general all risk property insurance for \$2.5 billion, that includes \$250.0 million sub-limits for boiler and machinery, and \$25.0 million for earthquake. Deductibles for these policies are \$10,000 per claim with a \$500,000 annual aggregate for general liability losses, and \$100,000 per occurrence and no aggregate for general property. Historically, no liability or property claims have reached or exceeded the stated policy limits stated above.

Additionally, LAX maintains catastrophic loss fund for claims or losses that may exceed insurance policy limits or where insurance is not available or viable. Commercial insurance is used where it is legally required, contractually required, or judged to be the most effective way to finance risk. LAWA also monitors contractual transfer of risk by and through insurance review and requirements of contractors, tenants, airlines. For fiscal years 2017, 2016, and 2015, no claims were in excess of LAX's insurance coverage or approached a substantial portion of the overall coverage capacities.

A number of claims/lawsuits were pending against LAX that arose in the normal course of its operations. LAX recognizes a liability for claims and judgments when it is probable that an asset has been impaired or a liability has been incurred and the amount of the loss can be reasonably estimated. The City Attorney provides estimates for the amount of liabilities with a probability of occurring from these lawsuits. The probability weighted liability for litigation and other claims for the fiscal years ended June 30, 2017 and 2016 were \$10.1 million and \$11.7 million, respectively.

LAX is self-insured as part of the City's program for workers' compensation. All workers' compensation cases are processed by the City. Liability and risk are retained by LAX. The actuarially determined accrued liability for workers' compensation includes provision for incurred but not reported claims and loss adjustment expenses. The present value of the estimated outstanding losses was calculated based on a 3% yield on investments. LAX's accrued workers' compensation liabilities at June 30, 2017 and 2016 were \$68.4 million and \$62.7 million, respectively.

Notes to the Financial Statements
June 30, 2017 and 2016
(continued)

The changes in LAX's estimated claims payable are as follows (amounts in thousands):

	June 30		
	2017	2016	2015
Balance at beginning of year	\$ 74,376	\$ 75,559	\$ 68,871
Provision for current year's events and changes in provision for prior years' events	12,503	7,149	14,158
Claims payments	(8,395)	(8,332)	(7,470)
Balance at end of year	\$ 78,484	\$ 74,376	\$ 75,559
Current portion	(8,137)	(7,899)	(8,332)
Noncurrent portion	\$ 70,347	\$ 66,477	\$ 67,227

16. Commitments, Litigations, and Contingencies

a. Commitments

Commitments for acquisition and construction of capital assets, and purchase of materials and supplies were \$83.1 million and \$124.7 million as of June 30, 2017 and 2016, respectively. Significant amounts were committed for terminals and facilities, airfield and runways, as well as noise mitigation program.

b. Aviation Security

Concerns about the safety and security of airline travel and the effectiveness of security precautions may influence passenger travel behavior and air travel demand, particularly in the light of existing international hostilities, potential terrorist attacks, and world health concerns, including epidemics and pandemics. As a result of terrorist activities, certain international hostilities and risk of violent crime, LAWA has implemented enhanced security measures mandated by the FAA, the Transportation Security Administration (TSA), the Department of Homeland Security and Airport management. Current and future security measures may create significantly increased inconvenience, costs and delays at LAX which may give rise to the avoidance of air travel generally and the switching from air to ground travel modes and may adversely affect LAWA's operations, expenses and revenues. LAX has been the target of a foiled terrorist bombing plot and has been recognized as a potential terrorist target. Recent incidents at United States and international airports underscore this risk. LAX is a high profile public facility in a major metropolitan area. LAWA cannot predict whether LAX or any of LAWA's other airports will be actual targets of terrorists or other violent acts in the future. Intelligence reports have indicated that LAX was a target of a terrorist bombing plot and continues to be a potential terrorist target. LAX is unable to predict: (a) the likelihood of future incidents of terrorism and other airline travel disruptions; (b) the impact of the aforementioned security issues on its operations and revenues; and (c) financial impact to the airlines operating at LAX.

c. Environmental Issues

LAX bears full responsibility for the cleanup of environmental contamination on property it owns. However, if the contamination originated based on contractual arrangements, the tenants are held responsible even if they declare bankruptcy. As property owner, LAX assumes the ultimate responsibility for cleanup in the event the tenant is unable to make restitution. Under certain applicable laws, LAX may become liable for cleaning up soil and groundwater contamination on a property in the event that the previous owner does not perform its remediation obligations. LAX accrues pollution remediation liabilities when costs are incurred or amounts can be reasonably estimated based on expected outlays. The liability accrued at June 30, 2017 and 2016 was \$7.5 million and \$12.8 million, respectively. LAX does not expect any further recoveries reducing this obligation.

The State Water Resources Control Board (SWRCB) issued a Notice of Violation (NOV) to LAWA generally alleging violations of underground storage tank (UST) construction, monitoring, and testing laws at facilities where LAWA owns and operates USTs. LAWA owns and/or operates six USTs at LAX. The Board approved a consent judgment settlement with the SWRCB in October 2015 with a total civil penalty amount of \$2.3 million to be paid or suspended on condition that LAWA complies with the terms of the consent judgment.

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

The California Regional Water Quality Control Board, Lahontan Region (Water Board) issued a Notice of Revised Proposed Cleanup and Abatement Order (Order) to Los Angeles County Sanitation District No. 20 (District) and the City of Los Angeles (City), as Dischargers, with respect to discharges to underground water from the Palmdale Reclamation Plant (Reclamation Plant) owned by the District. The Order states that the discharges have resulted in violations of waste discharge requirements for the Reclamation Plant and prohibitions contained in the Water Quality Control Plan for the Lahontan Region, and that discharges from the Reclamation Plant to unlined ponds and to the Effluent Management Site (owned by the City and now known as the Agricultural Site) have adversely affected and polluted groundwater in the area of the discharges. The Water Board issued an order to the District and LAWA to submit technical reports that include feasibility and costs to remove nitrate from groundwater to certain acceptable levels. The costs and timeframe to perform the Order, along with the apportionment of liability, are uncertain at this time.

17. Transfer of LA/ONT International Airport

The City, LAWA (the Department), the Board, City of Ontario, and Ontario International Airport Authority (OIAA), a joint powers authority of the County of San Bernardino and the City of Ontario, entered into a settlement agreement (ONT Settlement Agreement) relating to litigation filed by the City of Ontario in June 2013 (Ontario Litigation) against the City, the Department, and the Board. As a result of the transfer of the ONT assets and liabilities to OIAA on November 1, 2016 as contemplated by the ONT Settlement Agreement, LAWA recognized a loss of \$225.3 million on the disposal of ONT as a special item, and LAX recognized a transfer of residual operations from ONT of \$104.1 million.

On June 20, 2016, the parties agreed to a Staff Augmentation Agreement (SAA). The SAA contemplated some LAWA staff may remain at ONT for as long as 21 months after the closing. However, it provided the OIAA with the right to declare certain categories of employees redundant and return them to available employment with a City Department. OIAA has exercised that right on several occasions.

The transfer of residual operation from ONT to LAX is presented below (amounts in thousands):

	FY 2017
Proceeds from ONT transfer	\$ 125,705
Receivable from OIAA	56,784
Land transferred to ONT	(32,326)
Personnel related liabilities transferred from ONT	(46,038)
Total	<u>\$ 104,125</u>

Notes to the Financial Statements

June 30, 2017 and 2016

(continued)

18. Other Matter

City Financial Challenges

According to the City Administrative Officer's (CAO) year-end Financial Status Report for fiscal year 2017, there was a significant increase in liability claims expenses due to the payment of judgments and settlements. In order to manage the significant amount of judgment and settlement payouts, the CAO proposed a potential issuance of Judgment Obligation Bonds (JOB) with proceeds to be used to reimburse the Reserve Fund (or other City Funds) for advances or loans made to these expenses, and the City Council had adopted a resolution to proceed with the issuance of JOB. In addition, there were additional internal and external challenges including the potential federal funding issue, new labor agreements, and class action lawsuits that may adversely impact the City, the size and/or timing of which cannot be accurately determined at this time. The CAO is closely monitoring the federal appropriations process and any potential impacts to the City, as well as the fiscal impact based on the MOU agreements reached with the bargaining units, and identifying options to mitigate shortfalls to reduce liabilities going forward.

LAWA, as a proprietary department under the City Charter, is vested with the management and control of its assets. The budgetary challenges of the City's General Fund as well as the mitigating measures implemented by the Mayor and City Council do not directly affect LAX's operations. However, auxiliary services provided to LAWLA by other City departments may be impacted. In addition, the City's budget challenges may have an adverse effect on the trading value of LAX's outstanding and future bond issues.

19. Subsequent Events

On July 26, 2017, LAWLA issued LAX subordinate revenue bonds 2017 Series A of \$260.6 million, and 2017 Series B of \$88.7 million. The premium for these issuances totaled \$54.6 million. The bonds were issued to pay and/or reimburse for capital expenditures at LAX.

On August 25, 2017, the Board authorized a three-year letter of credit (LOC) agreement providing total of \$500.0 million principal amount of credit to support LAX's commercial paper program with the following institutions: Sumitomo Mitsui Banking Corporation for \$200.0 million, Wells Fargo Bank for \$200.0 million, and Barclays Bank PLC for \$100.0 million.

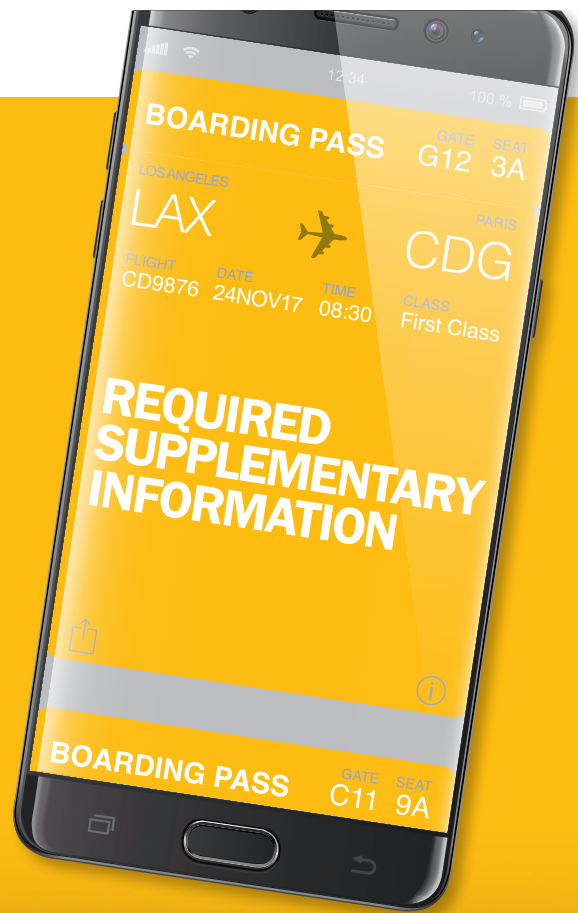
On September 20, 2017, the Board authorized issuance of LAX revenue bonds, notes or other obligations, in one or more series in an aggregate amount not to exceed \$2.2 billion through fiscal year 2022 to pay for projected capital projects at LAX and to refund outstanding bonds for debt service savings.

On October 5, 2017, the Board authorized a third amendment to the Terminal Commercial Management Concession Agreement with Westfield Airports, LLC (Westfield) at LAX to add up to 30,000 square feet of concession space in the Midfield Satellite Concourse to the premises and generate a minimum of \$6.4 million concession revenue per year and approximately \$76.8 million in additional concession revenue over the term of the contract.

On October 5, 2017, the Board authorized collection of an updated CFC to fund costs of a consolidated rental car facility (ConRAC) and its share of a common-use transportation system (CTS) at LAX (Projects) pursuant to California Government Code Section 50474.3. The Board authorized the collection of a CFC of \$7.50 per day for the first five days of each car rental contract, effective December 1, 2017, by rental car companies serving LAX. The Board authorized an increase in the CFC daily rate to \$9.00 per day for the first five days of each car rental contract, effective the first day of the month following the commencement of rental car services to the public in the ConRAC, or such other earlier day if the Board determines that it is the best interest of the Projects to collect the increased CFC daily rate of \$9.00 earlier.



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Required Supplementary Information

Los Angeles World Airports

(Department of Airports of the City of Los Angeles, California)

Los Angeles International Airport

Required Supplementary Information

Last Ten Fiscal Years Ended June 30*

(amounts in thousands)

Schedule of LAX's Proportionate Share of the Net Pension Liability

Fiscal Year	Proportion of the Net Pension Liability	Proportionate share of the Net Pension Liability	Covered Payroll (2)	Proportionate share of the Net Pension Liability as a percentage of its Covered Payroll	Proportionate share of Pension Plan's Fiduciary Net Position	Proportionate share of Pension Plan's Total Pension Liability	Pension Plan's Fiduciary Net Position as a percentage of the Total Pension Liability
2015	12.71%	\$ 566,613	\$ 229,535	246.85%	\$ 1,498,734	\$ 2,065,347	72.57%
2016	12.87%	\$ 642,431	\$ 235,176	273.17%	\$ 1,534,875	\$ 2,177,306	70.49%
2017	13.55%	\$ 761,187	\$ 256,833	296.37%	\$ 1,599,900	\$ 2,361,087	67.76%

Notes to schedule:

1. Changes of assumptions for measurement date June 30, 2014:

The June 30, 2014 calculations reflected various assumptions changes based on the triennial experience study for the period from July 1, 2011 through June 30, 2014. The increase of the Pension Plan's Total Pension Liability is primarily due to the lowered assumed investment rate of return, from 7.75% in fiscal year 2013 to 7.50% in fiscal year 2014, and longer assumed life expectancies for members and beneficiaries.

2. Covered payroll is reported based on measurement period.

* Since fiscal year 2015 was the first year of implementation, only three years are shown.

Required Supplementary Information (continued)
Last Ten Fiscal Years Ended June 30*
(amounts in thousands)

Schedule of Contributions - Pension

	2017	2016	2015
Contractually required contribution (actuarially determined)	\$ 61,197	\$ 55,972	\$ 49,043
Contributions in relation to the actuarially determined contributions	61,197	55,972	49,043
Contribution deficiency (excess)	<u>\$ —</u>	<u>\$ —</u>	<u>\$ —</u>
LAX's covered payroll	\$ 266,780	\$ 256,833	\$ 235,176
LAX's contributions as a percentage of covered payroll	22.94%	21.79%	20.85%

* Since fiscal year 2015 was the first year of implementation, only three years are shown.

Notes to schedule:

Valuation date: Actuarially determined contribution rates are calculated as of June 30, two years prior to the end of the fiscal year in which the contributions are reported.

Methods and assumptions used to determine contribution rates

Actuarial cost method Entry age actuarial cost method, level percent of salary.

Amortization method Level percent of payroll - assuming a 4.0% increase in total covered payroll.

Amortization period Multiple layers - closed amortization period. Actuarial gains/losses are amortized over 15 years. Assumption or method changes are amortized over 20 years. Plan changes, including the 2009 ERIP, are amortized over 15 years. Future ERIPs will be amortized over five years. Actuarial surplus is amortized over 30 years. The existing layers on June 30, 2012, except those arising from the 2009 ERIP and the two GASB 25/27 layers, were combined and amortized over 30 years.

Asset Valuation Method Market value of assets less unrecognized returns in each of the last seven years. Unrecognized return is equal to the difference between the actual market return and the expected return on the market value, and is recognized over a seven-year period. The actuarial value of assets cannot be less than 60% or greater than 140% of the market value of assets. An ad hoc change was made in 2014 to combine the unrecognized returns and losses of prior years as of June 30, 2013 into one layer and recognize it evenly over six years from fiscal year 2013-14 through fiscal year 2018-19.

Required Supplementary Information (continued)**Last Ten Fiscal Years Ended June 30***

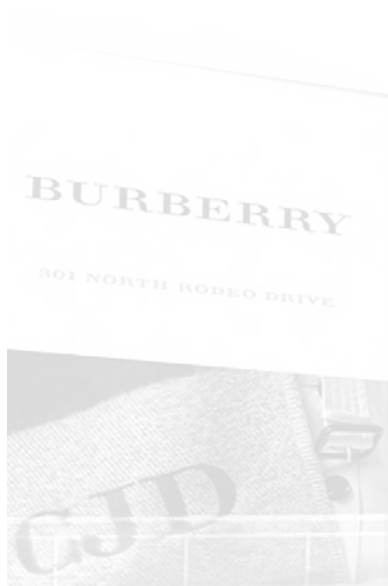
(amounts in thousands)

Notes to schedule (continued):

	Reporting date 6/30/17 Measurement date 6/30/16	Reporting date 6/30/16 Measurement date 6/30/15
Investment rate of return	7.50%	7.50%
Inflation rate	3.25%	3.25%
Real across-the-board salary increase	0.75%	0.75%
Projected salary increases	Ranges from 10.50% to 4.40% based on years of service	Ranges from 10.50% to 4.40% based on years of service
Cost of living adjustment ⁽¹⁾	Tier 1: 3.00% Tier 2: 2.00%	Tier 1: 3.00% Tier 2: 2.00%
Mortality	Healthy: RP-2000 Combined Healthy Mortality Table projected with Scale BB to 2020, set back one year for males and with no set back for females	Healthy: RP-2000 Combined Healthy Mortality Table projected with Scale BB to 2020, set back one year for males and with no set back for females

1. Actual increases are contingent upon CPI increases with a 3.00% maximum for Tier 1 and a 2.00% maximum for Tier 2.





Compliance Section Contents

Independent Auditor's Report on Compliance
with Applicable Requirements of the Passenger
Facility Charge Program and Internal Control
Over Compliance

Schedule of Passenger Facility Charge Revenues
and Expenditures

Notes to the Schedule of Passenger Facility
Charge Revenues and Expenditures

Independent Auditor's Report on Compliance
with Applicable Requirements of the Customer
Facility Charge Program and Internal Control
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Schedule of Customer Facility Charge Revenues
and Expenditures

Notes to the Schedule of Customer Facility
Charge Revenues and Expenditures



Certified
Public
Accountants

Independent Auditor's Report on Compliance with Applicable Requirements of the Passenger Facility Charge Program and Internal Control Over Compliance

To the Members of the Board of Airport Commissioners
City of Los Angeles, California

Compliance

We have audited the compliance of Los Angeles International Airport (LAX), a department component of Los Angeles World Airports (Department of Airports of the City of Los Angeles, California) (LAWA), an Enterprise Fund of the City of Los Angeles, with compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies* (Guide), issued by the Federal Aviation Administration, applicable to its passenger facility charge program for the fiscal year ended June 30, 2017.

Management's Responsibility

Compliance with the requirements referred to above is the responsibility of LAX's management.

Auditor's Responsibility

Our responsibility is to express an opinion on LAX's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the Guide. Those standards and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a material effect on the passenger facility charge program occurred. An audit includes examining, on a test basis, evidence about LAX's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of LAX's compliance with those requirements.

Opinion

In our opinion, LAX complied, in all material respects, with the compliance requirements referred to above that are applicable to its passenger facility charge program for the fiscal year ended June 30, 2017.

Independent Auditor's Report on Compliance with Applicable Requirements of the Passenger Facility Charge Program and Internal Control Over Compliance

(continued)


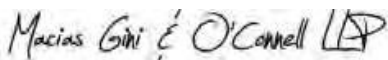
Internal Control Over Compliance

Management of LAX is responsible for establishing and maintaining effective internal control over compliance with the compliance requirements referred to above. In planning and performing our audit, we considered LAX's internal control over compliance to determine the auditing procedures for the purpose of expressing our opinion on compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of LAX's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a compliance requirement will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be deficiencies, significant deficiencies, or material weaknesses in internal control over compliance. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the Guide. Accordingly, this report is not suitable for any other purpose.



Los Angeles, California
October 23, 2017

Los Angeles World Airports

(Department of Airports of the City of Los Angeles, California)

Los Angeles International Airport

Schedule of Passenger Facility Charge Revenues and Expenditures

For the Fiscal Years Ended June 30, 2017 and 2016

(amounts in thousands)

	Passenger facility charge revenue	Interest earned	Total revenues	Expenditures on approved projects	Under (over) expenditures on approved projects
Program to date as of June 30, 2015	\$ 1,968,096	\$ 197,226	\$ 2,165,322	\$ 1,638,275	\$ 527,047
Fiscal year 2015-16 transactions					
Quarter ended September 30, 2015	34,293	1,436	35,729	139,017	(103,288)
Quarter ended December 31, 2015	33,026	1,747	34,773	35,952	(1,179)
Quarter ended March 31, 2016	38,704	1,517	40,221	40,132	89
Quarter ended June 30, 2016	44,386	1,644	46,030	39,011	7,019
Program to date as of June 30, 2016	2,118,505	203,570	2,322,075	1,892,387	429,688
Fiscal year 2016-17 transactions					
Quarter ended September 30, 2016	37,539	1,366	38,905	29,199	9,706
Quarter ended December 31, 2016	36,475	1,216	37,691	35,160	2,531
Quarter ended March 31, 2017	45,567	1,384	46,951	29,735	17,216
Quarter ended June 30, 2017	44,288	1,514	45,802	51,651	(5,849)
Unexpended passenger facility charge revenues and interest earned June 30, 2017	<u>\$ 2,282,374</u>	<u>\$ 209,050</u>	<u>\$ 2,491,424</u>	<u>\$ 2,038,132</u>	<u>\$ 453,292</u>

See accompanying notes to the schedule of passenger facility charge revenues and expenditures.

Los Angeles World Airports

(Department of Airports of the City of Los Angeles)

Los Angeles International Airport

Notes to the Schedule of Passenger Facility Charge Revenues and Expenditures For the Fiscal Years Ended June 30, 2017 and 2016

1. General

The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101-508, Title II, Subtitle B) authorized the imposition of Passenger Facility Charges (PFCs) and use of the resulting revenue on Federal Aviation Administration (FAA) approved projects.

The current PFC rate is \$4.50 per enplaned passenger. PFCs collection authorities approved by FAA are \$4.1 billion and \$3.1 billion as of June 30, 2017 and 2016, respectively.

The details are as follows (amounts in thousands):

Application number	Charge effective date*	2017 Amount approved for use	2016 Amount approved for use
96-02-U-00-LAX, closed 6/2/03	6/1/1993	\$ 116,371	\$ 116,371
96-03-C-00-LAX, closed 10/1/08	7/1/1993	50,223	50,223
97-04-C-02-LAX	2/1/1998	610,000	610,000
97-04-C-02-LAX	2/1/1998	90,000	90,000
05-05-C-00-LAX	12/1/2005	229,750	229,750
05-05-C-01-LAX	12/1/2005	468,030	468,030
07-06-C-00-LAX	10/1/2009	85,000	85,000
10-07-C-01-LAX	6/1/2012	1,848,284	855,000
11-08-C-00-LAX	3/1/2019	27,801	27,801
13-09-C-00-LAX	6/1/2019	44,379	44,379
14-10-C-00-LAX	10/1/2019	516,091	516,091
15-11-U-00-LAX	3/1/2019	3,115	3,115
Total		\$ 4,089,044	\$ 3,095,760

* Based on FAA's Final Agency Decision and subject to change with actual collections and future collection authorities approved by FAA.

Note:

- In May 1996, FAA approved LAWA's request to transfer a portion of PFCs revenues collected at LAX to fund certain projects at ONT. Accordingly, PFCs revenues totaling \$126.1 million collected at LAX were transferred to ONT.
- In April 2008, FAA approved LAWA's amendment application number 05-05-C-01-LAX for \$468.0 million to pay for debt service on bonds issued to finance the TBIT Renovations, Bradley West projects and Terminal 6 improvements. Board authorized amounts of \$118.0 million and \$124.0 million were used for debt service in fiscal years 2017 and 2016, respectively.
- In June 2017, FAA approved LAWA's amendment request that increased application number 10-07-C-01-LAX to \$1.8 billion to reflect actual bond capital financing and interest.

The general description of the approved projects and the expenditures to date are as follows (amounts in thousands):

Approved projects	Amount approved for collection	Expenditures to date June 30	
		2017	2016
ONT Terminal Development Program	\$ 116,371	\$ 116,371	\$ 116,371
Taxiway C Easterly Extension, Phase II	13,440	13,440	13,440
Remote Aircraft Boarding Gates	9,355	9,355	9,355
Interline Baggage Remodel - TBIT	2,004	2,004	2,004
Southside Taxiways Extension S & Q	9,350	9,350	9,350
TBIT Improvements	4,455	4,455	4,455
ONT Airport Drive West End	3,462	3,462	3,462
ONT Access Control Monitoring System	808	808	808
ONT Taxiway North Westerly Extension	7,349	7,349	7,349
Noise Mitigation - Land Acquisitions	485,000	413,199	412,813
Noise Mitigation - Soundproofing	125,000	125,000	125,000
Noise Mitigation - Other Local Jurisdictions	90,000	90,000	90,000
Apron Lighting Upgrade	1,873	1,412	1,412
South Airfield Improvement Program (SAIP) and NLA Integrated Study	1,381	1,381	1,381
Century Cargo Complex - Demolition of AF3	1,000	880	880
Taxilane C-10 Reconstruction	780	2	2
LAX Master Plan	122,168	75,183	75,183
Aircraft Rescue and Firefighting Vehicles	975	444	444
PMD Master Plan	1,050	—	—
Aircraft Noise Monitoring and Management System	3,450	3,652	3,652
SAIP - Airfield Intersection Improvement	28,000	8,987	8,987
SAIP - Remote Boarding	12,500	8,218	8,218
TBIT Interior Improvements and Baggage Screening System	468,030	336,775	302,351
Implementation of IT Security Master Plan	56,573	32,807	32,816
Residential Soundproofing Phase II	35,000	34,141	34,327
Noise Mitigation - Other Local Jurisdictions Phase II	50,000	51,086	51,086
Bradley West	1,848,284	307,820	243,522
Lennox Schools Soundproofing Program	27,801	21,214	15,294
Inglewood USD Soundproofing Program	44,379	10,000	10,000
Terminal 6 Improvements	210,131	43,377	24,115
Elevators/Escalators/Moving Walkways Replacement	110,000	110,000	88,350
Midfield Satellite Concourse North Project	5,960	5,960	5,960
Central Utility Plant Replacement	190,000	190,000	190,000
Lennox Schools Soundproofing Program - Future Sites	3,115	—	—
Total	\$ 4,089,044	\$ 2,038,132	\$ 1,892,387

Notes to the Schedule of Passenger Facility Charge Revenues and Expenditures
For the Fiscal Years Ended June 30, 2017 and 2016
(continued)

2. Basis of Accounting - Schedule of Passenger Facility Charge Revenues and Expenditures

The accompanying Schedule of Passenger Facility Charge Revenues and Expenditures (Schedule) represents amounts reported to the FAA on the Passenger Facility Charge Quarterly Status Reports. The Schedule was prepared using the accrual basis of accounting.

3. Excess Project Expenditures

The expenditures for the Aircraft Noise Monitoring and Management System and the Noise Mitigation - Other Local Jurisdictions Phase II were in excess of authorized amounts. However, in accordance with FAA guidelines, if actual allowable project costs exceed the estimate contained in the PFCs application in which the authority was approved, the public agency may elect to increase the total approved PFCs revenue in that application by 15% or less.





Certified
Public
Accountants

Independent Auditor's Report on Compliance with Applicable Requirements of the Customer Facility Charge Program and Internal Control Over Compliance

To the Members of the Board of Airport Commissioners
City of Los Angeles, California

Compliance

We have audited the compliance of Los Angeles International Airport (LAX), a department component of Los Angeles World Airports (Department of Airports of the City of Los Angeles, California) (LAWA), an Enterprise Fund of the City of Los Angeles, with compliance requirements described in the *California Civil Code Section 1939, as amended by Assembly Bill (AB) 2051*, applicable to its customer facility charge program for the fiscal year ended June 30, 2017.

Management's Responsibility

Compliance with the requirements referred to above is the responsibility of LAX's management.

Auditor's Responsibility

Our responsibility is to express an opinion on LAX's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the *California Civil Code Section 1939, as amended by AB 2051*. Those standards and the *California Civil Code Section 1939, as amended by AB 2051*, require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a material effect on the customer facility charge program occurred. An audit includes examining, on a test basis, evidence about LAX's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of LAX's compliance with those requirements.

Opinion

In our opinion, LAX complied, in all material respects, with the compliance requirements referred to above that are applicable to its customer facility charge program for the fiscal year ended June 30, 2017.

Independent Auditor's Report on Compliance with Applicable Requirements of the Customer Facility Charge Program and Internal Control Over Compliance

(continued)



Internal Control Over Compliance

Management of LAX is responsible for establishing and maintaining effective internal control over compliance with the compliance requirements referred to above. In planning and performing our audit, we considered LAX's internal control over compliance to determine the auditing procedures for the purpose of expressing our opinion on compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of LAX's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a compliance requirement will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be deficiencies, significant deficiencies, or material weaknesses in internal control over compliance. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the *California Civil Code Section 1939, as amended AB 2051*. Accordingly, this report is not suitable for any other purpose.



Los Angeles, California
October 23, 2017

Los Angeles World Airports

(Department of Airports of the City of Los Angeles, California)

Los Angeles International Airport

Schedule of Customer Facility Charge Revenues and Expenditures

For the Fiscal Years Ended June 30, 2017 and 2016

(amounts in thousands)

	Customer facility charge revenue	Interest earned	Total revenues	Expenditures on approved projects	Over revenues collected on approved projects
Program to date as of June 30, 2015	\$ 202,128	\$ 11,789	\$ 213,917	\$ 3,026	\$ 210,891
Fiscal year 2015-16 transactions					
Quarter ended September 30, 2015	8,358	560	8,918	—	8,918
Quarter ended December 31, 2015	7,551	703	8,254	—	8,254
Quarter ended March 31, 2016	7,358	550	7,908	—	7,908
Quarter ended June 30, 2016	8,729	802	9,531	—	9,531
Program to date as of June 30, 2016	234,124	14,404	248,528	3,026	245,502
Fiscal year 2016-17 transactions					
Quarter ended September 30, 2016	8,803	963	9,766	—	9,766
Quarter ended December 31, 2016	7,714	945	8,659	—	8,659
Quarter ended March 31, 2017	7,001	633	7,634	—	7,634
Quarter ended June 30, 2017	9,027	432	9,459	—	9,459
Unexpended customer facility charge revenues and interest earned June 30, 2017	<u>\$ 266,669</u>	<u>\$ 17,377</u>	<u>\$ 284,046</u>	<u>\$ 3,026</u>	<u>\$ 281,020</u>

See accompanying notes to the schedule of customer facility charge revenues and expenditures.

Los Angeles World Airports

(Department of Airports of the City of Los Angeles, California)

Los Angeles International Airport

Notes to the Schedule of Customer Facility Charge Revenues and Expenditures For the Fiscal Years Ended June 30, 2017 and 2016

1. General

Assembly Bill (AB) 491 of the 2001-2002 California Legislature (Section 1936) authorized the imposition of Customer Facility Charges (CFCs) and use of CFC revenue to plan, finance, design, and construct on-airport consolidated rental car facilities (ConRAC).

On March 5, 2007, the Board found that the ConRAC proposed by management was sufficiently definitive and authorized the collection of CFCs of \$10.00 on each car rental transaction at LAX. The authorization included a two-year collection period of July 1, 2007 through June 30, 2009. On June 22, 2009, the Board resolved to extend the collection period until a determination is made that the project will not proceed.

On August 25, 2016, AB 2051 of the 2015-2016 California Legislature (Section 1939) repealed Section 1936 relating to rental passenger vehicles, modified definitions and terms for uniformity, and made conforming changes in the Legislature requiring rental companies to collect CFCs for specified purposes and requires airports to provide certain audits and reports regarding those fees to specified committees of the Legislature.

Under Section 1939, LAWA can change the amount and basis for collecting a CFCs from the current \$10.00 per contract level to a maximum of \$9.00 per transaction day, up to a 5-day maximum. Also, changes made to the amount and basis for collecting the CFCs would have to be initiated by January 1, 2018 by submitting certain information to the State of California (State).

The Landside Access and Modernization Program (LAMP) included proposed landside projects at LAX including a future ConRAC, Intermodal Transportation Facilities (ITF), which may include pick-up and drop-off locations for commercial vehicles that currently access the Central Terminal Area (CTA) on adjacent roadways and parking facilities for passenger and employees; the Automated People Mover (APM) System, and certain parking projects. The proposed ConRAC would be located east of the CTA, and it may include a customer service building, a ready/return area, a vehicle storage area, quick-turnaround facilities, and an area for rental car customers to access and exit the APM system. LAWA expects that the capital costs of a future ConRAC at LAX and portion of the APM system would be paid from annual CFCs revenues that are currently collected from on-airport rental car companies and remitted to LAWA. LAWA has initiated the State process to increase the CFCs rate charged at LAX.

CFCs collected, related interest earnings, and cumulative expenditures to date are summarized as follows (amounts in thousands):

	2017	2016
Amount collected	\$ 266,669	\$ 234,124
Interest earnings	17,377	14,404
Subtotal	284,046	248,528
Expenditures		
ConRAC planning and development costs	3,026	3,026
Unexpended CFCs revenue and interest earnings	<u>\$ 281,020</u>	<u>\$ 245,502</u>

2. Basis of Accounting - Schedule of Customer Facility Charge Revenues and Expenditures

The accompanying Schedule of Customer Facility Charge Revenues and Expenditures was prepared using the accrual basis of accounting.

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Los Angeles
International Airport

**Los Angeles World Airports
Administrative Offices**

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Los Angeles, CA 90009-2216
Telephone: (310) 646-5252
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Los Angeles International Airport

1 World Way
Los Angeles, CA 90045-5803
Telephone: (310) 646-5252

Van Nuys Airport

16461 Sherman Way, Suite 300
Van Nuys, CA 91406
Telephone: (818) 442-6500

As a covered entity under Title II of the Americans With Disability Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure access to its programs, services and activities.



Department of Airports
Los Angeles, California

APPENDIX C-1

CERTAIN DEFINITIONS

The following are definitions of certain terms used in this Official Statement including the summaries of the Master Senior Indenture, the Nineteenth Supplemental Senior Indenture and the Master Subordinate Indenture and the found in Appendices C-2, C-3 and C-4.

“Accreted Value” means

(a) with respect to any Capital Appreciation Senior Bonds or Capital Appreciation Subordinate Obligations, as the case may be, as of any date of calculation, the sum of the amount set forth in a Supplemental Senior Indenture or a Supplemental Subordinate Indenture, as the case may be, as the amount representing the initial principal amount of such Capital Appreciation Senior Bonds or Capital Appreciation Subordinate Obligations, as the case may be, plus the interest accumulated, compounded and unpaid thereon as of the most recent compounding date, or

(b) with respect to Original Issue Discount Senior Bonds or Original Issue Discount Subordinate Obligations, as the case may be, as of the date of calculation, the amount representing the initial public offering price of such Original Issue Discount Senior Bonds or Original Issue Discount Subordinate Obligations, as the case may be, plus the amount of the discounted principal which has accreted since the date of issue; in each case the Accreted Value will be determined in accordance with the provisions of the Supplemental Senior Indenture or Supplemental Subordinate Indenture, as the case may be, authorizing the issuance of such Capital Appreciation Senior Bond or Original Issue Discount Senior Bond or Capital Appreciation Subordinate Obligation or Original Issue Discount Subordinate Obligation, as the case may be.

“Aggregate Required Deposits” means, for any month, the sum of the Required Deposits under all Supplemental Subordinate Indentures becoming due in such month.

“Airport Revenue Fund” means the fund established by and existing pursuant to Section 635(a) of the Charter or any successor provision and maintained separate and apart from all other funds and accounts of the City Treasury.

“Airport System” means all airports, airport sites, and all equipment, accommodations and facilities for aerial navigation, flight, instruction and commerce belonging to or pertaining to the City and under the jurisdiction and control of the Department, including Los Angeles International Airport, Van Nuys Airport and LA/Palmdale Regional Airport and any successor entities thereto; and including or excluding, as the case may be, such property as the Board may either acquire or which will be placed under its control, or divest or have removed from its control.

“Authorized Representative” means the President of the Board, the Executive Director, the Chief Operating Officer or the Chief Financial Officer or such other officer or employee of the Board or the Department or other person which other officer, employee or person has been designated by the Board or the Department as an Authorized Representative by written notice delivered by the President of the Board, the Executive Director, the Chief Operating Officer or the Chief Financial Officer to the Senior Trustee or the Subordinate Trustee, as the case may be.

“Balloon Indebtedness” means, with respect to any Series of Senior Bonds or Subordinate Obligations, as the case may be, twenty five percent (25%) or more of the principal of which matures on the same date or within a Fiscal Year, that portion of such Series which matures on such date or within such Fiscal Year; provided, however, that to constitute Balloon Indebtedness the amount of Senior Bonds or Subordinate Obligations, as the case may be, of a Series maturing on a single date or within a Fiscal Year must equal or exceed 150% of the amount of such Series which matures during any preceding Fiscal Year. For purposes of this definition, the principal amount maturing on any date will be reduced by the amount of such Senior Bonds or Subordinate Obligations, as the case may be, scheduled to be amortized by prepayment or redemption prior to their stated maturity date. A Senior Commercial Paper Program and the Commercial Paper constituting part of such Senior Program will not be Balloon Indebtedness. A Subordinate Commercial Paper Program and the Commercial Paper constituting part of such Subordinate Program will not be Balloon Indebtedness.

“Board” means the Board of Airport Commissioners of the City of Los Angeles, California, created under the provisions of the Charter, and any successor to its function.

“Bond Counsel” means a firm or firms of attorneys which are nationally recognized as experts in the area of municipal finance and which are familiar with the transactions contemplated under the Senior Indenture and the Subordinate Indenture, as the case may be, and which are acceptable to the Department.

“Bondholder,” “holder,” “owner” or “registered owner” means

(a) for purposes of the Senior Indenture, the person in whose name any Senior Bond or Senior Bonds are registered on the books maintained by the Senior Registrar and will include any Credit Provider or Liquidity Provider to which a Senior Repayment Obligation is then owed, to the extent that such Senior Repayment Obligation is deemed to be a Senior Bond under the provisions of the Senior Indenture; and

(b) for purposes of the Subordinate Indenture, the person in whose name any Subordinate Obligation or Subordinate Obligations are registered on the books maintained by the Subordinate Registrar and will include any Credit Provider or Liquidity Provider to which a Subordinate Repayment Obligation is then owed, to the extent that such Subordinate Repayment Obligation is deemed to be a Subordinate Obligation under the provisions of the Subordinate Indenture.

“Business Day” means a day on which banks located in New York, New York, in Los Angeles, California and in the city in which the principal corporate trust office of the Senior Trustee or the Subordinate Trustee, as the case may be, is located are open, provided that such term may have a different meaning for any specified Series of Senior Bonds if so provided by Supplemental Senior Indenture or any specified Series of Subordinate Obligations if so provided by Supplemental Subordinate Indenture.

“Capital Appreciation Senior Bonds” means Senior Bonds all or a portion of the interest on which is compounded and accumulated at the rates and on the dates set forth in a Supplemental Senior Indenture and is payable only upon redemption or on the maturity date of such Senior Bonds. Senior Bonds which are issued as Capital Appreciation Senior Bonds, but later convert to Senior Bonds on which interest is paid periodically will be Capital Appreciation Senior Bonds until the conversion date and from and after such conversion date will no longer be Capital Appreciation Senior Bonds, but will be treated as having a principal amount equal to their Accreted Value on the conversion date.

“Capital Appreciation Subordinate Obligations” means Subordinate Obligations all or a portion of the interest on which is compounded and accumulated at the rates and on the dates set forth in a Supplemental Subordinate Indenture and is payable only upon redemption or on the maturity date of such Subordinate Obligations. Subordinate Obligations which are issued as Capital Appreciation Subordinate Obligations, but later convert to Subordinate Obligations on which interest is paid periodically will be Capital Appreciation Subordinate Obligations until the conversion date and from and after such conversion date will no longer be Capital Appreciation Subordinate Obligations, but will be treated as having a principal amount equal to their Accreted Value on the conversion date.

“Charter” means the Charter of the City of Los Angeles, as amended from time to time, and any other article or section of the Charter of the City of Los Angeles, as amended from time to time, in which the provisions relating to the Board and the Department are set forth or may hereafter be set forth, and any predecessor provisions thereof which will be deemed to continue in force.

“Chief Financial Officer” means the person at a given time who is the chief financial officer of the Department or such other title as the Department may from time to time assign for such position, and the officer or officers succeeding to such position as certified to the Senior Trustee and the Subordinate Trustee by the Department.

“Chief Operating Officer” means the person at a given time who is the chief operating officer of the Department or such other title as the Department may from time to time assign for such position, and the officer or officers succeeding to such position as certified to the Senior Trustee and the Subordinate Trustee by the Department.

“City” means The City of Los Angeles, California.

“City Attorney” means legal counsel to the Board and staff of the Department who otherwise acts as provided for in the Charter.

“*City Treasury*” means the official depository of the City established pursuant to the Charter which is under the control of the Treasurer.

“*Code*” means the Internal Revenue Code of 1986, as amended, and the United States Treasury Regulations applicable with respect thereto.

“*Commercial Paper*” means notes of the Department with a maturity of not more than 270 days from the date of issuance and which are issued and reissued from time to time pursuant to a Senior Program or a Subordinate Program, as the case may be, adopted by the Board.

“*Consultant*” means any Independent consultant, consulting firm, engineer, architect, engineering firm, architectural firm, accountant or accounting firm, or other expert recognized to be well-qualified for work of the character required and retained by the Department to perform acts and carry out the duties provided for such consultant in the Senior Indenture or the Subordinate Indenture, as the case may be.

“*Costs*” or “*Costs of a Project*” means all costs of planning, developing, financing, constructing, installing, equipping, furnishing, improving, acquiring, enlarging and/or renovating a Project and placing the same in service and will include, but not be limited to the following: (1) costs of real or personal property, rights, franchises, easements and other interests in property, real or personal, and the cost of demolishing or removing structures and site preparation, infrastructure development, and landscaping and acquisition of land to which structures may be removed; (2) the costs of materials and supplies, machinery, equipment, vehicles, rolling stock, furnishings, improvements and enhancements; (3) labor and related costs and the costs of services provided, including costs of consultants, advisors, architects, engineers, accountants, planners, attorneys, financial and feasibility consultants, in each case, whether an employee of the City or the Department or Consultant; (4) costs of the Department properly allocated to a Project and with respect to costs of its employees or other labor costs, including the cost of medical, pension, retirement and other benefits as well as salary and wages and the allocable costs of administrative, supervisory and managerial personnel and the properly allocable cost of benefits provided for such personnel; (5) financing expenses, including costs related to issuance of and securing of Senior Bonds and Subordinate Obligations, costs of Credit Facilities, Liquidity Facilities, Senior Capitalized Interest, Subordinate Capitalized Interest, the Senior Reserve Fund, any Senior Debt Service Reserve Fund (other than the Senior Reserve Fund), any Subordinate Debt Service Reserve Fund, Senior Trustee’s fees and expenses, and Subordinate Trustee’s fees and expenses; (6) any Senior Swap Termination Payments due in connection with a Series of Senior Bonds or the failure to issue such Series of Senior Bonds, or any Subordinate Swap Termination Payments due in connection with a Series of Subordinate Obligations or the failure to issue such Series of Subordinate Obligations, and (7) such other costs and expenses that can be capitalized under generally accepted accounting principles in effect at the time the cost is incurred by the Department. Costs of a Project will also include (i) the acquisition or refunding of outstanding revenue bonds and obligations of the Department, RAIC bonds and California Statewide Communities Development Authority bonds, including any financing costs with respect thereto, and (ii) the financing and/or refinancing of any other lawful purpose relating to the Department.

“*Credit Facility*” means a policy of municipal bond insurance, a letter of credit, surety bond, line of credit, guarantee, standby purchase agreement, Senior Reserve Fund Surety Policy, a Senior Debt Service Reserve Fund Surety Policy (other than a Senior Reserve Fund Surety Policy), a Subordinate Debt Service Reserve Fund Surety Policy, or other financial instrument which obligates a third party to make payment of or provide funds to the Senior Trustee or the Subordinate Trustee, as the case may be, for the payment of the principal of and/or interest on Senior Bonds or Subordinate Obligations, as the case may be, whether such obligation is to pay in the first instance and seek reimbursement or to pay only if the Department fails to do so.

“*Credit Provider*” means the party obligated to make payment of principal of and interest on the Senior Bonds or the Subordinate Obligations, as the case may be, under a Credit Facility.

“*Customer Facility Charges*” means all amounts received by the Department from the payment of any customer facility fees or charges by customers of automobile rental companies pursuant to the authority granted by Section 1936 of the California Civil Code, as amended from time to time, or any other applicable State law, including all interest, profits or other income derived from the deposit or investment therefor.

“*Department*” means the Department of Airports of the City of Los Angeles, or any successor thereto performing the activities and functions of the department under the Charter.

“Executive Director” means the person at a given time who is the executive director of the Department or such other title as the Department may from time to time assign for such position, and the officer or officers succeeding to such position as certified to the Senior Trustee and the Subordinate Trustee by the Department.

“Facilities Construction Credit” and *“Facilities Construction Credits”* means the amounts further described in the Master Senior Indenture and the Master Subordinate Indenture resulting from an arrangement embodied in a written agreement of the Department and another person or entity pursuant to which the Department permits such person or entity to make a payment or payments to the Department which is reduced by the amount owed by the Department to such person or entity under such agreement, resulting in a net payment to the Department by such person or entity. The *“Facilities Construction Credit”* will be deemed to be the amount owed by the Department under such agreement which is “netted” against the payment of such person or entity to the Department. *“Facilities Construction Credits”* will include any credits extended to airlines or other users of LAX Airport Facilities related to RAIC projects.

“Fiscal Year” means the period of time beginning on July 1 of each given year and ending on June 30 of the immediately subsequent year, or such other similar period as the Department designates as its fiscal year.

“Fitch” means Fitch, Inc. and its successors and its assigns, and, if Fitch for any reason no longer performs the functions of a Nationally Recognized Rating Agency, *“Fitch”* will be deemed to refer to any Nationally Recognized Rating Agency designated by the Department (other than Moody’s or S&P).

“Fourth Supplemental Subordinate Indenture” means the Fourth Supplemental Subordinate Trust Indenture, dated as of August 1, 2008, by and between the Department and the Subordinate Trustee.

“Government Obligations” means

(A) with respect to the Senior Bonds and the Senior Indenture (1) United States Obligations (including obligations issued or held in book-entry form), (2) prerefunded municipal obligations meeting the following conditions: (a) the municipal obligations are not subject to redemption prior to maturity, or the trustee has been given irrevocable instructions concerning their calling and redemption and the issuer has covenanted not to redeem such obligations other than as set forth in such instructions; (b) the municipal obligations are secured by cash and/or United States Obligations, which United States Obligations may be applied only to interest, principal and premium payments of such municipal obligations; (c) the principal of and interest on the United States Obligations (plus any cash in the escrow fund) are sufficient to meet the liabilities of the municipal obligations; (d) the United States Obligations serving as security for the municipal obligations are held by an escrow agent or trustee; (e) the United States Obligations are not available to satisfy any other claims, including those against the trustee or escrow agent; and (f) the municipal obligations are rated in their highest Rating Category by two or more Rating Agencies, and (3) any other type of security or obligation that the Rating Agencies that then maintain ratings on any of the Senior Bonds have determined to be permitted defeasance securities; and

(B) with respect to the Subordinate Obligations and the Subordinate Indenture, (a) United States Obligations (including obligations issued or held in book-entry form); (b) prerefunded municipal obligations meeting the following conditions: (i) the municipal obligations are not subject to redemption prior to maturity, or the trustee has been given irrevocable instructions concerning their calling and redemption and the issuer has covenanted not to redeem such obligations other than as set forth in such instructions; (ii) the municipal obligations are secured by cash and/or United States Obligations, which United States Obligations may be applied only to interest, principal and premium payments of such municipal obligations; (iii) the principal of and interest on the United States Obligations (plus any cash in the escrow fund) are sufficient to meet the liabilities of the municipal obligations; (iv) the United States Obligations serving as security for the municipal obligations are held by an escrow agent or trustee; (v) the United States Obligations are not available to satisfy any other claims, including those against the trustee or escrow agent; and (vi) the municipal obligations are rated in their highest Rating Category by one or more of the Rating Agencies; and (c) any other type of security or obligation which the Rating Agencies that then maintain ratings on the Subordinate Obligations to be defeased have determined to be permitted defeasance securities.

“Implemented” means,

(a) when used with respect to a Senior Program, a Senior Program which has been authorized and the terms thereof approved by a resolution adopted by the Board and, with respect to which Senior Program, the provisions of the Master Senior Indenture have been complied with; and

(b) when used with respect to a Subordinate Program, a Subordinate Program which has been authorized and the terms thereof approved by a resolution adopted by the Board and, with respect to which Subordinate Program, the provisions of the Master Subordinate Indenture have been complied with.

“Independent” means, when used with respect to any specified firm or individual, such a firm or individual who (a) does not have any direct financial interest or any material indirect financial interest in the operations of the Department or the City, other than the payment to be received under a contract for services to be performed, and (b) is not connected with the Department, the City or the Board as an official, officer or employee.

“LAX Airport Facilities” or *“LAX Airport Facility”* means a facility or group of facilities or category of facilities which constitute or are part of Los Angeles International Airport (excluding privately owned or leased property, except for any portion thereof which is governmentally owned or leased and which is a source of Pledged Revenues).

“LAX Maintenance and Operation Expenses” means, for any given period, the total operation and maintenance expenses of Los Angeles International Airport as determined in accordance with generally accepted accounting principles as in effect from time to time, excluding depreciation expense and any operation and maintenance expenses of Los Angeles International Airport payable from moneys other than Pledged Revenues.

“LAX Maintenance and Operation Reserve Account” means the Los Angeles International Airport Maintenance and Operation Reserve Account authorized to be created by Ordinance No. 173,232 and established pursuant to Section 23.10(d)(2) of the Los Angeles Administrative Code.

“LAX Revenue Account” means the account established pursuant to the Master Senior Indenture and Section 23.10(a) of the Los Angeles Administrative Code.

“LAX Revenues” means, except to the extent specifically excluded herefrom, all income, receipts, earnings and revenues received by the Department from the Los Angeles International Airport, for any given period, as determined in accordance with generally accepted accounting principles, as modified from time to time, including, but not limited to, (1) rates, tolls, fees, rentals, charges and other payments made to or owed to the Department for the use or availability of property or facilities at Los Angeles International Airport, (2) amounts received or owed from the sale or provision of supplies, materials, goods and services provided by or made available by the Department at Los Angeles International Airport, including Facilities Construction Credits, and rental or business interruption insurance proceeds, received by, held by, accrued to or entitled to be received by the Department or any successor thereto from the possession, management, charge, superintendence and control of Los Angeles International Airport (or any LAX Airport Facilities or activities and undertakings related thereto) or from any other facilities wherever located with respect to which the Department receives payments which are attributable to LAX Airport Facilities or activities or undertakings related thereto, all of which is required to be deposited in the Airport Revenue Fund pursuant to the Charter and the LAX Revenue Account pursuant to the Master Senior Indenture. “LAX Revenues” include all income, receipts and earnings from the investment amounts held in the LAX Revenue Account, any Senior Construction Fund or Subordinate Construction Fund allowed to be pledged by the terms of a Supplemental Senior Indenture, the Senior Reserve Fund, any Senior Debt Service Reserve Fund, the Subordinate Reserve Fund, any other Subordinate Debt Service Reserve Fund and allocated earnings on the Maintenance and Operation Reserve Fund.

“LAX Special Facilities” or *“LAX Special Facility”* means, with respect to Los Angeles International Airport, a facility or group of facilities or improvements or category of facilities or improvements which are designated as an LAX Special Facility or LAX Special Facilities pursuant to the provisions of the Master Senior Indenture. LAX Special Facilities do not include facilities financed by the RAIC.

“LAX Special Facilities Revenue” means the contractual payments and all other revenues derived by or available to or receivable by the Department from an LAX Special Facility, which are pledged to secure LAX Special Facility Obligations.

“*LAX Special Facility Obligations*” means bonds or other debt instruments issued pursuant to an indenture other than the Senior Indenture or the Subordinate Indenture to finance LAX Special Facilities and which, except as otherwise provided in the Master Senior Indenture, are not secured by nor payable from a lien on and pledge of the Pledged Revenues but which are secured by revenues derived from LAX Special Facilities located at Los Angeles International Airport.

“*Liquidity Facility*” means a letter of credit, line of credit, standby purchase agreement or other financial instrument, including a Credit Facility, which is available to provide funds with which to purchase Senior Bonds or Subordinate Obligations, as the case may be.

“*Liquidity Provider*” means the entity, including the Credit Provider, which is obligated to provide funds to purchase Senior Bonds or Subordinate Obligations, as the case may be, under the terms of a Liquidity Facility.

“*Los Angeles International Airport*” and “*LAX*” means that portion of the Airport System commonly known by such name which is located in the City of Los Angeles and generally bounded by Westchester Parkway on the north, the San Diego (405) Freeway on the east, Imperial Highway on the south and the Pacific Ocean on the west; including all facilities and property related thereto, real or personal, under the jurisdiction or control of the Department at such location or in which the Department has other rights or from which the Department derives revenues at such location.

“*Mail*” means by first-class United States mail, postage prepaid.

“*Maintenance and Operation Expenses of the Airport System*” means, for any given period, the total operation and maintenance expenses, exclusive of depreciation expense, of the Airport System as determined in accordance with generally accepted accounting principles as modified from time to time.

“*Maintenance and Operation Reserve Fund*” means the fund established by and existing pursuant to Section 635(a) of the Charter or any successor provision and the provisions of the Master Senior Indenture.

“*Master Senior Indenture*” means the Master Trust Indenture, dated as of April 1, 1995, by and between the Department and the Senior Trustee, as amended.

“*Master Subordinate Indenture*” means the Master Subordinate Trust Indenture, dated as of December 1, 2002, by and between the Department and the Subordinate Trustee, as amended.

“*Moody’s*” means Moody’s Investors Service, and its successors and its assigns, and, if Moody’s for any reason no longer performs the functions of a Nationally Recognized Rating Agency, “Moody’s” will be deemed to refer to any other Nationally Recognized Rating Agency designated by the Department (other than Fitch or S&P).

“*Nationally Recognized Rating Agency*” means a nationally recognized statistical rating organization identified by the United States Securities and Exchange Commission.

“*Net Pledged Revenues*” means, for any given period, the Pledged Revenues for such period less, for such period, the LAX Maintenance and Operation Expenses.

“*Net Proceeds*” means insurance proceeds received as a result of damage to or destruction of LAX Airport Facilities or any condemnation award or amounts received by the Department from the sale of LAX Airport Facilities under the threat of condemnation less expenses (including attorneys’ fees and expenses and any fees and expenses of the Senior Trustee or the Subordinate Trustee, as the case may be) incurred in the collection of such proceeds or award.

“*Nineteenth Supplemental Senior Indenture*” means the Nineteenth Supplemental Trust Indenture, to be dated as of April 1, 2018, by and between the Department and the Senior Trustee.

“*Non-Qualified Swap*” means any Swap which is not a Senior Qualified Swap or a Subordinate Qualified Swap.

“*Ordinance No. 173,232*” means the City of Los Angeles Ordinance No. 173,232 which became effective on June 19, 2000.

“*Original Issue Discount Senior Bonds*” means Senior Bonds which are sold at an initial public offering price of less than 95% of their face value and which are specifically designated as Original Issue Discount Senior Bonds by the Supplemental Senior Indenture under which such Senior Bonds are issued.

“Original Issue Discount Subordinate Obligations” means Subordinate Obligations which are sold at an initial public offering price of less than face value and which are specifically designated as Original Issue Discount Subordinate Obligations by the Supplemental Subordinate Indenture under which such Subordinate Obligations are issued.

“Outstanding” means:

(1) when used with respect to Senior Bonds, all Senior Bonds which have been authenticated and delivered under the Senior Indenture, except:

(a) Senior Bonds cancelled or purchased by the Senior Trustee for cancellation or delivered to or acquired by the Senior Trustee for cancellation and, in all cases, with the intent to extinguish the debt represented thereby;

(b) Senior Bonds deemed to be paid in accordance with the Master Senior Indenture;

(c) Senior Bonds in lieu of which other Senior Bonds have been authenticated under the provisions of the Senior Master Indenture;

(d) Senior Bonds that have become due (at maturity or on redemption, acceleration or otherwise) and for the payment of which sufficient moneys, including interest accrued to the due date, are held by the Senior Trustee or a Senior Paying Agent;

(e) Senior Bonds which, under the terms of the Supplemental Senior Indenture pursuant to which they were issued, are deemed to be no longer Outstanding;

(f) Senior Repayment Obligations deemed to be Senior Bonds under the Master Senior Indenture to the extent such Senior Repayment Obligation arose under the terms of a Liquidity Facility and are secured by a pledge of Outstanding Senior Bonds acquired by the Liquidity Provider; and

(g) for purposes of any consent or other action to be taken by the holders of a specified percentage of Senior Bonds under the Master Senior Indenture, Senior Bonds held by or for the account of the Department or by any person controlling, controlled by or under common control with the Department, unless such Senior Bonds are pledged to secure a debt to an unrelated party;

(2) when used with respect to Subordinate Obligations, all Subordinate Obligations which have been authenticated and delivered under the Subordinate Indenture, except:

(a) Subordinate Obligations cancelled or purchased by the Subordinate Trustee for cancellation or delivered to or acquired by the Subordinate Trustee for cancellation and, in all cases, with the intent to extinguish the debt represented thereby;

(b) Subordinate Obligations deemed to be paid in accordance with the Master Subordinate Indenture;

(c) Subordinate Obligations in lieu of which other Subordinate Obligations have been authenticated under the provisions of the Master Subordinate Indenture;

(d) Subordinate Obligations that have become due (at maturity or on redemption, acceleration or otherwise) and for the payment of which sufficient moneys, including interest accrued to the due date, are held by the Subordinate Trustee or a Subordinate Paying Agent;

(e) Subordinate Obligations which, under the terms of the Supplemental Subordinate Indenture pursuant to which they were issued, are deemed to be no longer Outstanding;

(f) Subordinate Repayment Obligations deemed to be Subordinate Obligations under the Master Subordinate Indenture to the extent such Subordinate Repayment Obligations arose under the terms of a Liquidity Facility and are secured by a pledge of Outstanding Subordinate Obligations acquired by the Liquidity Provider; and

(g) for purposes of any consent or other action to be taken by the holders of a specified percentage of Subordinate Obligations under the Master Subordinate Indenture, Subordinate Obligations held by or for the account of the Department or by any person controlling, controlled by or under common

control with the Department, unless such Subordinate Obligations are pledged to secure a debt to an unrelated party.

“*Passenger Facility Charges*” or “*PFCs*” means all or a designated portion of charges collected by the Department pursuant to the authority granted by the Aviation Safety and Capacity Expansion Act of 1990 (P.L. 101-508), the Wendel H. Ford Aviation Investment and Reform Act for the 21st Century (P.L. 106-181) and 14 CFR Part 158, all as amended from time to time, or any other applicable federal law, in respect of any component of LAX and interest earnings thereon, net of amounts that collecting air carriers are entitled to retain for collecting, handling and remitting such passenger facility charge revenues.

“*Payment Date*” means, with respect to any Senior Bonds or Subordinate Obligations, as the case may be, each date on which interest is due and payable thereon and each date on which principal is due and payable thereon whether by maturity or redemption thereof.

“*Pledged Revenues*” means, except to the extent specifically excluded herein or under the terms of any Supplemental Senior Indenture (only with respect to the Series of Senior Bonds issued pursuant to such Supplemental Senior Indenture), LAX Revenues. “Pledged Revenues” will also include such additional revenues, if any, as are designated as “Pledged Revenues” under the terms of any Supplemental Senior Indenture. The following, including any investment earnings thereon, are specifically excluded from Pledged Revenues: (i) any amounts received by the Department from the imposition of ad valorem taxes, (ii) gifts, grants and other income (including any investment earnings thereon) otherwise included in the definition of “LAX Revenues” which are restricted by their terms to purposes inconsistent with the payment of debt service on the Senior Bonds, (iii) Net Proceeds and other insurance proceeds, to the extent the use of such Net Proceeds or other proceeds is restricted by the terms of the policy under which they are paid to a use inconsistent with the payment of debt service on the Senior Bonds, (iv) any Transfer and (v) LAX Special Facilities Revenue. In addition, the following, including any investment earnings thereon, are specifically excluded from “Pledged Revenues,” unless designated as “Pledged Revenues” under the terms of a Supplemental Senior Indenture: (a) any Senior Swap Termination Payments paid to the Department pursuant to a Senior Qualified Swap or any Subordinate Swap Termination Payments paid to the Department pursuant to a Subordinate Qualified Swap, (b) Facilities Construction Credits, (c) Passenger Facility Charges unless otherwise so pledged under the terms of any Supplemental Senior Indenture, (d) Customer Facility Charges unless otherwise so pledged under the terms of any Supplemental Senior Indenture (provided that only Customer Facility Charges in respect of LAX may be so pledged), (e) unless otherwise so pledged, all revenues of the Airport System not related to Los Angeles International Airport and (f) Released LAX Revenues. Further, interest earnings or other investment earnings on any Senior or Subordinate Construction Fund established by any Supplemental Senior Indenture or Supplemental Subordinate Indenture, as the case may be, are specifically excluded from “Pledged Revenues,” unless otherwise provided for in such Supplemental Senior Indenture or Supplemental Subordinate Indenture, as the case may be.

“*President*” or “*President of the Board*” means the president of the Board or such other title as the Board may from time to time assign for such position.

“*Project*” means any and all facilities, improvements and other expenditures related to the Airport System financed in whole or in part with proceeds of a Series of Senior Bonds or Subordinate Obligations.

“*RAIC*” means the Regional Airports Improvement Corporation, a California nonprofit corporation.

“*Rating Agency*” and “*Rating Agencies*” means Fitch, Moody’s or S&P, or any other Nationally Recognized Rating Agency.

“*Rating Category*” and “*Rating Categories*” means (a) with respect to any long-term rating category, all ratings designated by a particular letter or combination of letters, without regard to any numerical modifier, plus or minus sign or other modifier, and (b) with respect to any short-term or commercial paper rating category, all ratings designated by a particular letter or combination of letters and taking into account any numerical modifier, but not any plus or minus sign or other modifier.

“*Rebate Fund*” means any fund created by the Department pursuant to a Supplemental Senior Indenture or a Supplemental Subordinate Indenture, as the case may be, in connection with the issuance of the Senior Bonds or any Series of Senior Bonds or the Subordinate Obligations or any Series of Subordinate Obligations, as the case may be, for the purpose of complying with the Code and providing for the collection and holding for and payment of amounts to the United States of America.

“*Record Date*” means, with respect to any Series of Senior Bonds or Subordinate Obligations, as the case may be, the record date as specified in the Supplemental Senior Indenture which provides for the issuance of such Series of Senior Bonds or the Supplemental Subordinate Indenture which provides for the issuance of such Series of Subordinate Obligations, as the case may be. With respect to the Series 2018B Senior Bonds, “*Record Date*” means for a May 15 Interest Payment Date the preceding May 1 and for a November 15 Interest Payment Date the preceding November 1.

“*Refunding Senior Bonds*” means any Senior Bonds issued pursuant to the Master Senior Indenture to refund or defease all or a portion of any series of Outstanding Senior Bonds, any Subordinated Obligation or any Third Lien Obligation.

“*Refunding Subordinate Obligations*” means any Subordinate Obligations issued pursuant to the Master Subordinate Indenture to refund or defease all or a portion of any Series of Outstanding Subordinate Obligations, any Senior Bonds or any Third Lien Obligations.

“*Regularly Scheduled Swap Payments*” means the regularly scheduled payments under the terms of a Swap which are due absent any termination, default or dispute in connection with such Swap.

“*Released LAX Revenues*” means LAX Revenues in respect of which the following have been filed with the Trustee:

(a) a resolution of the Board describing a specific identifiable portion of LAX Revenues and approving that such LAX Revenues be excluded from the term Pledged Revenues;

(b) either (i) a certificate prepared by an Authorized Representative showing that Net Pledged Revenues for each of the two most recent completed Fiscal Years, after the specific identifiable portion of LAX Revenues covered by the Board’s resolution described in (a) above are excluded, were at least equal to the larger of (A) the amounts needed for making the required deposits and payments pursuant to paragraphs SECOND through EIGHTH described under the caption APPENDIX C-2—“SUMMARY OF THE MASTER SENIOR INDENTURE—Withdrawals from LAX Revenue Account,” or (B) an amount not less than 150% of average Senior Aggregate Annual Debt Service for each Fiscal Year during the remaining term of all Senior Bonds that will remain Outstanding after the exclusion of such specific identifiable portion of LAX Revenues; or (ii) a certificate prepared by a Consultant showing that the estimated Net Pledged Revenues (excluding the specific identifiable portion of LAX Revenues covered in the resolution adopted by the Board described in (a) above) for each of the first three complete Fiscal Years immediately following the Fiscal Year in which the resolution described in (a) above is adopted by the Board, will not be less than the larger of (A) the amounts needed for making the required deposits and payments pursuant to paragraphs SECOND through EIGHTH described under the caption APPENDIX C-2—“SUMMARY OF THE MASTER SENIOR INDENTURE—Withdrawals from LAX Revenue Account,” or (B) an amount not less than 150% of the average Senior Aggregate Annual Debt Service for each Fiscal Year during the remaining term of all Senior Bonds that will remain Outstanding after the exclusion of such specific identifiable portion of LAX Revenues;

(c) an opinion of Bond Counsel to the effect that the exclusion of such specific identifiable portion of revenues from the definition of LAX Revenues and from the pledge and lien of the Master Senior Indenture will not, in and of itself, cause the interest on any Outstanding Senior Bonds to be included in gross income for purposes of federal income tax; and

(d) written confirmation from each of Fitch and Moody’s (provided such Rating Agencies have been requested by the Department to maintain a rating on the Senior Bonds and such Rating Agencies are then maintaining a rating on any of the Senior Bonds) to the effect that the exclusion of such specific identifiable portion of revenues from the pledge and lien of the Master Senior Indenture will not cause a withdrawal or reduction in any unenhanced rating then assigned to the Senior Bonds.

For purposes of subparagraph (b) above, no Transfer will be taken into account in the computation of Net Pledged Revenues.

Additionally, the Department will give written notice to S&P (provided S&P has been requested by the Department to maintain a rating on the Senior Bonds and S&P is then maintaining a rating on any of the Senior Bonds) at least 15 days prior to any specific identifiable portion of LAX Revenues being excluded from the pledge and lien of the Master Senior Indenture as proved in this definition of “*Released LAX Revenues*.”

Upon filing of such documents, the specific identifiable portion of LAX Revenues described in the resolution of the Board will no longer be included in Pledged Revenues and will be excluded from the pledge and lien of the Master Senior Indenture, unless otherwise included in Pledged Revenues and in the pledge and lien of the Master Senior Indenture pursuant to a Supplemental Senior Indenture.

“Required Deposits” means, with respect to any Series of Subordinate Obligations, the amount determined in accordance with the terms of the Supplemental Subordinate Indenture under which such Subordinate Obligations are issued and/or incurred, required to be deposited into funds and accounts created under such Supplemental Subordinate Indenture for the purpose of paying principal and interest on Subordinate Obligations or accumulating funds from which to make such payments and to pay other obligations specifically secured by the Subordinate Pledged Revenues under such Supplemental Subordinate Indenture. On or before the Payment Date, if any, in each month, the Subordinate Trustee will determine the aggregate Required Deposits from the Required Deposits described under each Supplemental Subordinate Indenture.

“Responsible Officer” means an officer or assistant officer of the Senior Trustee assigned by the Senior Trustee to administer the Senior Indenture, or an officer or assistant officer of the Subordinate Trustee assigned by the Subordinate Trustee to administer the Subordinate Indenture.

“S&P” means S&P Global Ratings, and its successors and assigns, and if S&P for any reason no longer performs the functions of a Nationally Recognized Rating Agency, “S&P” will be deemed to refer to any other Nationally Recognized Rating Agency designated by the Department (other than Fitch or Moody’s).

“Senior Aggregate Annual Debt Service” means for any Fiscal Year the aggregate amount of Senior Annual Debt Service on all Outstanding Senior Bonds and Unissued Senior Program Bonds. For purposes of calculating Senior Aggregate Annual Debt Service, the following components of debt service will be computed as follows:

(i) in determining the principal due in each year, payment will (unless a different subsection of this definition applies for purposes of determining principal maturities or amortization) be assumed to be made on Outstanding Senior Bonds, and Unissued Senior Program Bonds in accordance with any amortization schedule established by the governing documents setting forth the terms of such Senior Bonds, including, as a principal payment, the Accreted Value of any Capital Appreciation Senior Bonds or Original Issue Discount Senior Bonds maturing or scheduled for redemption in such year; in determining the interest due in each year, interest payable at a fixed rate will (except to the extent subsection (ii), (iii) or (iv) of this definition applies) be assumed to be made at such fixed rate and on the required payment dates; provided, however, that interest payable on the Senior Bonds will be excluded to the extent such payments are to be paid from Senior Capitalized Interest for such Fiscal Year;

(ii) if all or any portion or portions of an Outstanding Series of Senior Bonds, or Unissued Senior Program Bonds constitute Balloon Indebtedness (excluding Senior Program Bonds or Unissued Senior Program Bonds to which subsection (vi) applies), then, for purposes of determining Aggregate Annual Debt Service, each maturity which constitutes Balloon Indebtedness will, unless otherwise provided in the Supplemental Senior Indenture pursuant to which such Balloon Indebtedness is issued or unless provision (iii) of this definition then applies to such maturity, be treated as if it were to be amortized over a term of not more than 30 years and with substantially level annual debt service payments commencing not later than the year following the year in which such Balloon Indebtedness was issued, and extending not later than 30 years from the date such Balloon Indebtedness was originally issued; the interest rate used for such computation will be that rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Senior Bonds of a corresponding term issued under the Senior Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Senior Bonds bear interest which is or is not excluded from gross income for federal income tax purposes; with respect to any Series of Senior Bonds, Unissued Senior Program Bonds or Senior Program Bonds only a portion of which constitutes Balloon Indebtedness, the remaining portion will be treated as described in (i) above or such other provision of this definition as will be applicable and, with respect to any Series, Unissued Senior Program Bonds or Senior Program Bonds or that portion of a Series thereof which constitutes Balloon Indebtedness, all payments of principal and interest becoming due prior

to the year of the stated maturity of the Balloon Indebtedness will be treated as described in (i) above or such other provision of this definition as will be applicable;

(iii) any maturity of Senior Bonds which constitutes Balloon Indebtedness as described in provision (ii) of this definition and for which the stated maturity date occurs within 12 months from the date such calculation is made, will be assumed to become due and payable on the stated maturity date and provision (ii) above will not apply thereto unless there is delivered to the entity making the calculation a certificate of an Authorized Representative stating that the Department intends to refinance such maturity and stating the probable terms of such refinancing and that the debt capacity of the Department is sufficient to successfully complete such refinancing; upon the receipt of such certificate, such Balloon Indebtedness will be assumed to be refinanced in accordance with the probable terms set out in such certificate and such terms will be used for purposes of calculating Senior Aggregate Annual Debt Service, provided that such assumption will not result in an amortization period longer than or an interest rate lower than that which would be assumed under provision (ii) above;

(iv) if any Outstanding Senior Bonds (including Senior Program Bonds then issued and Outstanding) or any Senior Bonds which are then proposed to be issued constitute Senior Tender Indebtedness, then, for purposes of determining Senior Aggregate Annual Debt Service, Senior Tender Indebtedness will be treated as if (a) the principal amount of such Senior Bonds were to be amortized over a term of not more than 30 years commencing in the year in which such Series is first subject to tender and with substantially level Senior Annual Debt Service payments and extending not later than 30 years from the date such Senior Tender Indebtedness was originally issued, provided, however, notwithstanding the previous provisions of this clause (a), any principal amortization schedule set forth in a Supplemental Senior Indenture (including, but not limited to, any mandatory sinking fund redemption schedule) will be applied to determine the principal amortization of such Senior Bonds; (b) the interest rate used for such computation will be that rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Senior Bonds of a corresponding term issued under the Senior Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Senior Bonds bear interest which is or is not excluded from gross income for federal income tax purposes; and (c) with respect to all principal and interest payments becoming due prior to the year in which such Senior Tender Indebtedness is first subject to tender, such payments will be treated as described in (i) above unless the interest during that period is subject to fluctuation, in which case the interest becoming due prior to such first tender date will be determined as provided in (v) or (vi) below, as appropriate;

(v) if any Outstanding Senior Bonds constitute Variable Rate Senior Indebtedness, including obligations described in subsection (viii)(b) to the extent it applies (except to the extent subsection (ii) or (iii) relating to Balloon Indebtedness or (iv) relating to Senior Tender Indebtedness or subsection (viii)(a) relating to Synthetic Fixed Rate Debt applies), the interest rate used for such computation will be the rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by *The Bond Buyer*, or if that index is no longer published, another similar index selected by the Department or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Senior Bonds of a corresponding term issued under the Senior Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Senior Bonds bear interest which is or is not excluded from gross income for federal income tax purposes;

(vi) with respect to any Senior Program Bonds or Unissued Senior Program Bonds (other than a Senior Commercial Paper Program) (a) debt service on Senior Program Bonds then Outstanding will be determined in accordance with such of the foregoing provisions of this definition as will be applicable, and (b) with respect to Unissued Senior Program Bonds, it will be assumed that the full principal amount of such Unissued Senior Program Bonds will be amortized over a term certified by an Authorized Representative at the time the initial Senior Program Bonds of such Senior Program are issued to be the expected duration of such Senior Program or, if such expectations have changed, over a term certified by an Authorized Representative to be the expected duration of such Senior Program at the time of such calculation, but not to exceed 30 years from the date the initial Senior Program Bonds of such Senior

Program are issued and it will be assumed that debt service will be paid in substantially level Senior Annual Debt Service payments over such assumed term; the interest rate used for such computation will be that rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Senior Bonds of a corresponding term issued under the Senior Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Senior Bonds bear interest which is or is not excluded from gross income for federal income tax purposes;

(vii) debt service on Senior Repayment Obligations, to the extent such obligations constitute Senior Bonds under the Master Senior Indenture, will be calculated as provided in Master Senior Indenture;

(viii) (a) for purposes of computing the Senior Aggregate Annual Debt Service of Senior Bonds which constitute Synthetic Fixed Rate Debt, the interest payable thereon will, if the Board elects, be that rate payable by the Board as provided for by the terms of the Swap or the net interest rate payable by the Board pursuant to offsetting indices, as applicable, or if the Board does not elect such rate, then it will be deemed to be the fixed interest rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Senior Bonds of a corresponding term issued under the Master Senior Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Senior Bonds bear interest which is or is not excluded from gross income for federal income tax purposes;

(b) for purposes of computing the Senior Aggregate Annual Debt Service of Senior Bonds with respect to which a Swap has been entered into whereby the Board has agreed to pay the floating variable rate thereunder, no fixed interest rate amounts payable on the Senior Bonds to which such Swap pertains will be included in the calculation of Senior Aggregate Annual Debt Service, and the interest rate with respect to such Senior Bonds will be the sum of that rate as determined in accordance with subsection (v) relating to Variable Rate Senior Indebtedness plus the difference between the interest rate on the Senior Designated Debt and the rate received from the Swap Provider;

(c) for purposes of computing the Senior Aggregate Annual Debt Service of Senior Bonds with respect to which a Swap in the form of an "interest rate cap" (or a similarly structured financial arrangement) has been entered into by the Board, the interest payable thereon will be the lower of (y) the effective capped rate provided by the terms of the Swap and (z) the fixed interest rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Senior Bonds of a corresponding term issued under the Master Senior Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Senior Bonds bear interest which is or is not excluded from gross income for federal income tax purposes;

(ix) if moneys, Senior Permitted Investments or any other amounts not included in Pledged Revenues have been used to pay or have been irrevocably deposited with and are held by the Senior Trustee or another fiduciary to pay or Senior Capitalized Interest has been set aside exclusively to be used to pay principal and/or interest on specified Senior Bonds, then the principal and/or interest to be paid from such moneys, Senior Permitted Investments, other amounts not include in Pledged Revenues or Senior Capitalized Interest or from the earnings thereon will be disregarded and not included in calculating Senior Aggregate Annual Debt Service;

(x) with respect to any Senior Commercial Paper Program which has been Implemented and not then terminated or with respect to any Senior Commercial Paper Program then proposed to be

Implemented, the principal and interest thereon will be calculated as if the entire Senior Authorized Amount of such Senior Commercial Paper Program were to be amortized over a term of 30 years commencing in the year in which such Senior Commercial Paper Program is Implemented and with substantially level Senior Annual Debt Service payments; the interest rate used for such computation will be that rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by *The Bond Buyer*, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed rate Senior Bonds of a corresponding term issued under the Senior Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Senior Bonds bear interest which is or is not excluded from gross income for federal income tax purposes; and

(xi) if Passenger Facility Charges, Customer Facility Charges, state and/or federal grants or other moneys not included in Pledged Revenues have been irrevocably committed or are held by the Senior Trustee or another fiduciary and are to be set aside exclusively to be used to pay principal and/or interest on specified Senior Bonds, then the principal and/or interest to be paid from such Passenger Facility Charges, Customer Facility Charges, state and/or federal grants or other moneys not included in Pledged Revenues or from earnings thereon will be disregarded (unless such Passenger Facility Charges, Customer Facility Charges, state and/or federal grants or other moneys are included in the definition of Pledged Revenues) and not included in calculating Senior Aggregate Annual Debt Service.

“Senior Aggregate Annual Debt Service For Reserve Requirement” means the computation of Senior Aggregate Annual Debt Service with respect to all Outstanding Senior Bonds participating in the Senior Reserve Fund or all Outstanding Senior Bonds participating in a separately created Senior Debt Service Reserve Fund, as the case may be, in the then current or any future Fiscal Year with such modifications in the assumptions thereof as is described in this definition. For purposes of determining the Senior Aggregate Annual Debt Service For Reserve Requirement, the annual debt service with respect to any Variable Rate Indebtedness will, upon the issuance of such Series, be calculated on the basis of the assumptions set forth in subsection (v) of the definition of Senior Aggregate Annual Debt Service, and the amount so determined will not require adjustment thereafter except as appropriate to reflect reductions in the outstanding principal amount of such Series. For purposes of the Senior Aggregate Annual Debt Service For Reserve Requirement, the annual debt service requirements assumed at the time of issuance of a Series of Senior Bonds containing Balloon Indebtedness or Senior Tender Indebtedness will not, with respect to such Series, require subsequent increases.

“Senior Annual Debt Service” means, with respect to any Senior Bond, the aggregate amount of principal and interest becoming due and payable during any Fiscal Year, and if a Senior Qualified Swap is in effect for such Senior Bond, plus the amount payable by the Department (or the Senior Trustee) under the Senior Qualified Swap in accordance with the terms thereof, less any amount to be received by the Department from the Senior Qualified Swap Provider pursuant to the Senior Qualified Swap, calculated using the principles and assumptions set forth in the definition of Senior Aggregate Annual Debt Service. Principal of and/or interest on Senior Bonds paid during any Fiscal Year with Passenger Facility Charges, Customer Facility Charges, state and/or federal grants, Senior Capitalized Interest or other moneys not included in Pledged Revenues, or from earnings thereon, will be disregarded (unless such Passenger Facility Charges, Customer Facility Charges, state and/or federal grants, Senior Capitalized Interest or other moneys are included in Pledged Revenues) and not included in calculating Senior Annual Debt Service.

“Senior Authorized Amount” means, when used with respect to Senior Bonds, including Senior Program Bonds, the maximum Senior Principal Amount of Senior Bonds which is then authorized by a resolution or Supplemental Senior Indenture adopted by the Board pursuant to the Master Senior Indenture to be Outstanding at any one time under the terms of such Senior Program or Supplemental Senior Indenture. If the maximum Senior Principal Amount of Senior Bonds or Senior Program Bonds authorized by a preliminary resolution or form of Supplemental Senior Indenture approved by the Board pursuant to the Master Senior Indenture exceeds the maximum Senior Principal Amount of Senior Bonds set forth in the final resolution of sale adopted by the Board or in the definitive Supplemental Senior Indenture executed and delivered by the Board pursuant to which such Bonds are issued or such Senior Program is established, the Senior Principal Amount of such Senior Bonds or Senior Program Bonds as is set forth in said final resolution of sale or in the definitive Supplemental Senior Indenture as executed and delivered by the Department will be deemed to be the *“Senior Authorized Amount.”* Notwithstanding the provisions of this definition of *“Senior Authorized Amount,”* in connection with clauses (a) and (b) under the

section entitled “—Additional Senior Bonds” in APPENDIX C-2—“SUMMARY OF THE MASTER SENIOR INDENTURE” below and the calculation of Senior Maximum Aggregate Annual Debt Service and Senior Aggregate Annual Debt Service with respect to a Senior Commercial Paper Program, “Senior Authorized Amount” will mean the total amount available (utilized and unutilized, if applicable) under a Credit Facility entered into with respect to such Senior Commercial Paper Program and the total amount of Senior Commercial Paper Notes that may be issued pursuant to an Unenhanced Senior Commercial Paper Program.

“*Senior Bond*” or “*Senior Bonds*” means any debt obligation of the Department issued under and in accordance with the provisions of the Master Senior Indenture, including, but not limited to, bonds, notes, bond anticipation notes, commercial paper and other instruments creating an indebtedness of the Department, and obligations incurred through lease or installment purchase agreements or other agreements or certificates of participation therein and Senior Repayment Obligations to the extent provided in the Master Senior Indenture. The term “*Senior Bond*” or “*Senior Bonds*” does not include any Subordinated Obligation or Third Lien Obligation; provided, however, that the Board may provide in a Supplemental Senior Indenture that Subordinated Obligations or Third Lien Obligations may be issued thenceforth pursuant to the Master Senior Indenture having the terms applicable to the Senior Bonds, except that such Subordinated Obligations or Third Lien Obligations will be junior and subordinate in payment of such Subordinated Obligations or Third Lien Obligations from the Net Pledged Revenues. The term “*Senior Bond*” and “*Senior Bonds*” includes Senior Program Bonds. The Series 2018B Senior Bonds are Senior Bonds.

“*Senior Capitalized Interest*” means proceeds of Senior Bonds or other moneys not included in Pledged Revenues that are deposited with the Senior Trustee in a Senior Debt Service Fund as described in a Supplemental Senior Indenture upon issuance of such Senior Bonds that are to be used to pay interest on Senior Bonds.

“*Senior Commercial Paper Program*” means a Senior Program authorized by the Board pursuant to which Commercial Paper will be issued and reissued from time to time, up to the Authorized Amount of such Senior Program.

“*Senior Construction Fund*” means any of the Senior Construction Funds authorized to be created pursuant to the Master Senior Indenture.

“*Senior Debt Service Fund*” or “*Senior Debt Service Funds*” means a Senior Debt Service Fund or any of the Senior Debt Service Funds required to be created by the Master Senior Indenture.

“*Senior Debt Service Reserve Fund*” means any Senior Debt Service Reserve Fund (other than the Senior Reserve Fund) created by the Department pursuant to a Supplemental Senior Indenture in connection with the issuance of any Series of Senior Bonds and that is required to be funded for the purpose of providing additional security for such Series of Senior Bonds and under certain circumstances to provide additional security for such other designated Series of Senior Bonds issued pursuant to the terms of the Master Senior Indenture and as specified in any Supplemental Senior Indenture.

“*Senior Debt Service Reserve Fund Surety Policy*” means an insurance policy or surety bond, or a letter of credit (other than a Senior Reserve Fund Surety Policy) deposited with the Senior Trustee for the credit of a Senior Debt Service Reserve Fund created for one or more series of Outstanding Senior Bonds in lieu of or partial substitution for cash or securities on deposit therein. Except as otherwise provided in a Supplemental Senior Indenture, the entity providing such Senior Debt Service Reserve Fund Surety Policy will be rated, at the time such instrument is provided, in one of the two highest long-term Rating Categories by both Moody’s if Moody’s is then maintaining a rating on the Senior Bonds and S&P if S&P is then maintaining a rating on the Senior Bonds.

“*Senior Designated Debt*” means a specific indebtedness designated by the Department with the intent that the risks associated with such debt be offset with a Swap, such specific indebtedness to include all or any part of a Series of Senior Bonds.

“*Senior Event of Default*” means any occurrence or event specified as a “Senior Event of Default” in the Senior Indenture. See APPENDIX C-2—“SUMMARY OF THE MASTER SENIOR INDENTURE—Senior Events of Default and Remedies” below.

“*Senior Indenture*” means the Master Senior Indenture, together with all Supplemental Senior Indentures.

“*Senior Investment Agreement*” means an investment agreement or guaranteed investment contract (i) with or guaranteed by a national or state chartered bank or savings and loan, an insurance company or other financial

institution whose unsecured debt is rated in the highest short-term Rating Category (if the term of the Investment Agreement is less than three years) or in either of the two highest long-term Rating Categories (if the term of the Investment Agreement is three years or longer) by two or more Rating Agencies or (ii) which investment agreement or guaranteed investment contract is fully secured by obligations described in item (1) or (2) of the definition of Senior Permitted Investments which are (A) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to 105% of the principal amount of the investment, together with the interest accrued and unpaid thereon, (B) held by the Senior Trustee (who may not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Senior Trustee, (C) subject to a perfected first lien on behalf of the Senior Trustee, and (D) free and clear from all third party liens.

“Senior Maximum Aggregate Annual Debt Service” means the maximum amount of Senior Aggregate Annual Debt Service with respect to all Senior Bonds, Unissued Senior Program Bonds, the Senior Authorized Amount of all Senior Bonds then proposed to be issued in the then current or any future Fiscal Year.

“Senior Maximum Aggregate Annual Debt Service For Reserve Requirement” means the computation of Senior Maximum Aggregate Annual Debt Service with respect to all Outstanding Senior Bonds participating in the Senior Reserve Fund or all Outstanding Senior Bonds participating in a separately created Senior Debt Service Reserve Fund, as the case may be, in the then current or any future Fiscal Year with such modifications in the assumptions thereof as is described in this definition. For purposes of determining the Senior Maximum Aggregate Annual Debt Service For Reserve Requirement, the annual debt service with respect to any Variable Rate Indebtedness will, upon the issuance of such Series, be calculated on the basis of the assumptions set forth in subsection (v) of the definition of Senior Aggregate Annual Debt Service, and the amount so determined will not require adjustment thereafter except as appropriate to reflect reductions in the outstanding principal amount of such Series. For purposes of the Senior Maximum Aggregate Annual Debt Service For Reserve Requirement, the annual debt service requirements assumed at the time of issuance of a Series of Senior Bonds containing Balloon Indebtedness or Senior Tender Indebtedness will not, with respect to such Series, require subsequent increases.

“Senior Notes” means Senior Bonds issued under the provisions of the Master Senior Indenture which have a maturity of one year or less from their date of original issuance and which are not part of a Senior Commercial Paper Program.

“Senior Paying Agent” or *“Senior Paying Agents”* means, with respect to the Senior Bonds or any Series of Senior Bonds, the banks, trust companies or other financial institutions or other entities designated in a Supplemental Senior Indenture or a resolution of the Department as the place where such Senior Bonds will be payable. The Senior Trustee will act as the Senior Paying Agent with respect to the Series 2018B Senior Bonds.

“Senior Permitted Investments” means, to the extent permitted to be invested by the Department by applicable law, the Charter and investment policy of the City, any of the following:

- (1) Government Obligations,
- (2) Obligations, debentures, notes or other evidences of indebtedness issued or guaranteed by any of the following instrumentalities or agencies of the United States of America: Federal Home Loan Bank System; Export Import Bank of the United States; Federal Financing Bank; Government National Mortgage Association; Federal National Mortgage Association; Student Loan Marketing Association; Federal Farm Credit Bureau; Farmers Home Administration; Federal Home Loan Mortgage Corporation; and Federal Housing Administration;
- (3) Direct and general long term obligations of any state, which obligations are rated in either of the two highest Rating Categories by two or more Rating Agencies;
- (4) Direct and general short term obligations of any state, which obligations are rated in the highest Rating Category by two or more Rating Agencies;
- (5) Interest bearing demand or time deposits (including certificates of deposit) or interests in money market portfolios issued by state banks or trust companies or national banking associations that are members of the Federal Deposit Insurance Corporation (“FDIC”) or by savings and loan associations that are members of the FDIC, which deposits or interests must either be (a) continuously and fully insured by FDIC and with banks that are rated in (y) the highest short-term Rating Category by two or more Rating Agencies or (z) either of the two highest long-term Rating Categories by two or more Rating Agencies or (b) fully secured by obligations described in items (1) or (2) of this definition of Senior Permitted

Investments, which are (i) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to the principal amount of the investment, (ii) held by the Senior Trustee (who may not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Senior Trustee, (iii) subject to a perfected first lien in favor of the Senior Trustee, and (iv) free and clear from all third party liens;

(6) Long term or medium term corporate debt guaranteed by any corporation that is rated by two or more Rating Agencies in either of the two highest Rating Categories;

(7) Repurchase agreements which are (a) entered into with banks or trust companies organized under state law, national banking associations, insurance companies or government bond dealers reporting to, trading with, and recognized as a primary dealer by, the Federal Reserve Bank of New York and which either are members of the Security Investors Protection Corporation or with a dealer or parent holding company that has an investment grade rating from two or more of the Rating Agencies, and (b) fully secured by investments specified in items (1) or (2) of this definition of Senior Permitted Investments, which are (i) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at least equal to the amount invested in the repurchase agreements, (ii) held by the Senior Trustee (who may not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Senior Trustee, (iii) subject to a perfected first lien in favor of the Senior Trustee and (iv) free and clear from all third party liens;

(8) Prime commercial paper of a United States corporation, finance company or banking institution rated in the highest short-term Rating Category by two or more Rating Agencies;

(9) Shares of a diversified open end management investment company (as defined in the Investment Company Act of 1940, as amended) or shares in a regulated investment company (as defined in Section 851(a) of the Code) that is (a) a money market fund that has been rated in one of the two highest Rating Categories by one or more of the Rating Agencies, or (b) a money market fund or account of the Senior Trustee or any state or federal bank that is rated in (i) the highest short-term Rating Category by two or more Rating Agencies or (ii) either of the two highest long-term Rating Categories by two or more Rating Agencies, or whose own bank holding company parent is rated in (y) the highest short-term Rating Category by two or more Rating Agencies or (z) either of the two highest long-term Rating Categories by two or more Rating Agencies or that has a combined capital and surplus of not less than \$50,000,000;

(10) Investment Agreements; and

(11) Any other type of investment consistent with City policy in which the Department directs the Senior Trustee to invest provided that there is delivered to the Senior Trustee a certificate of an Authorized Representative stating that each of the Rating Agencies then maintaining a rating on the Senior Bonds has been informed of the proposal to invest in such investment.

“Senior Principal Amount” or *“Senior principal amount”* means, as of any date of calculation, (i) with respect to any Capital Appreciation Senior Bond, the Accreted Value thereof (the difference between the stated amount to be paid at maturity and the Accreted Value being deemed unearned interest), (ii) with respect to any Original Issue Discount Senior Bond, the Accreted Value thereof, unless the Supplemental Senior Indenture under which such Senior Bond was issued will specify a different amount, in which case, the terms of the Supplemental Senior Indenture will control, and (iii) with respect to any other Senior Bonds, the principal amount of such Senior Bond payable at maturity.

“Senior Program” means a financing program, including but not limited to a Senior Commercial Paper Program, (i) which is authorized and the terms thereof approved by a resolution adopted by the Board and the items required under the Master Senior Indenture have been filed with the Senior Trustee, (ii) wherein the Board has authorized the issuance, from time to time, of notes, commercial paper or other indebtedness in an Senior Authorized Amount, and (iii) the Senior Authorized Amount of which has met the additional bonds test set forth in Master Senior Indenture and the Outstanding amount of which may vary from time to time, but not exceed the Senior Authorized Amount.

“Senior Program Bonds” means Senior Bonds issued and Outstanding pursuant to a Senior Program, other than Unissued Senior Program Bonds.

“Senior Qualified Swap” means any Swap (a) whose Senior Designated Debt is all or part of a particular Series of Senior Bonds; (b) whose Swap Provider is a Senior Qualified Swap Provider or has been a Senior Qualified Swap Provider within the 60 day period preceding the date on which the calculation of Senior Annual Debt Service or Senior Aggregate Annual Debt Service is being made; (c) which has a term not greater than the term of the Senior Designated Debt or to a specified mandatory tender or redemption of such Senior Designated Debt; (d) which has been designated in writing to the Senior Trustee by the Department as a Senior Qualified Swap with respect to such Senior Bonds; and (e) which has been approved by S&P, if S&P has an outstanding rating on any Senior Bonds, and Moody’s, if Moody’s has an outstanding rating on the Senior Bonds.

“Senior Qualified Swap Provider” means a financial institution (a) whose senior long-term debt obligations, or whose obligations under any Senior Qualified Swap are guaranteed by a financial institution, or subsidiary of a financial institution, whose senior long-term debt obligations, are rated at least “Aa”, in the case of Moody’s and “AA”, in the case of S&P, or the equivalent thereto in the case of any successor thereto, or (b) whose obligations under any Senior Qualified Swap are fully secured by obligations described in items (1) or (2) of the definition of Senior Permitted Investments which are (i) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to 105% of the principal amount of the investment, together with the interest accrued and unpaid thereon, (ii) held by the Senior Trustee (who will not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Senior Trustee, (iii) subject to a perfected first lien on behalf of the Senior Trustee, and (iv) free and clear from all third-party liens..

“Senior Registrar” means, with respect to the Senior Bonds or any Series of Senior Bonds, the bank, trust company or other entity designated in a Supplemental Senior Indenture or a resolution of the Board to perform the function of Senior Registrar under the Master Senior Indenture or any Supplemental Senior Indenture, and which bank, trust company or other entity has accepted the position in accordance with the Master Senior Indenture. The Senior Trustee will act as the Senior Registrar with respect to the Series 2018B Senior Bonds.

“Senior Repayment Obligations” means an obligation arising under a written agreement of the Department and a Credit Provider pursuant to which the Department agrees to reimburse the Credit Provider for amounts paid through a Credit Facility to be used to pay debt service on any Senior Bonds or an obligation arising under a written agreement of the Department and a Liquidity Provider pursuant to which the Department agrees to reimburse the Liquidity Provider for amounts paid through a Liquidity Facility to be used to purchase Senior Bonds.

“Senior Reserve Fund” means the trust fund created pursuant to the Master Senior Indenture and that is required to be funded for the purpose of providing additional security for the Outstanding Senior Bonds issued pursuant to the terms of the Senior Indenture and as specified in any Supplemental Senior Indenture as participating in the Senior Reserve Fund. As of the date of this Official Statement, all of the Outstanding Existing Senior Bonds participate in the Senior Reserve Fund. The Department will specify in the Nineteenth Supplemental Senior Indenture that the Series 2018B Senior Bonds will participate in the Senior Reserve Fund.

“Senior Reserve Fund Surety Policy” means an insurance policy or surety bond, or a letter of credit, deposited with the Senior Trustee for the credit of the Senior Reserve Fund in lieu of or partial substitution for cash or securities on deposit therein. The entity providing such Senior Reserve Fund Surety Policy will be rated, at the time such instrument is provided, in one of the two highest Rating Categories by both Moody’s if Moody’s is then maintaining a rating on the Senior Bonds and S&P if S&P is then maintaining a rating on the Senior Bonds.

“Senior Reserve Requirement” means, except as otherwise provided in a Supplemental Senior Indenture, an amount equal to the least of (i) Senior Maximum Aggregate Annual Debt Service For Reserve Requirement for all Series of Senior Bonds participating in the Senior Reserve Fund or for all Series of Senior Bonds participating in a separately created Senior Debt Service Reserve Fund created pursuant to a Supplemental Senior Indenture, as the case may be, (ii) ten percent of the principal amount of the Senior Bonds that have been issued and are participating in the Senior Reserve Fund or the Senior Bonds that have been issued and are participating in a separately created Senior Debt Service Reserve Fund created pursuant to a Supplemental Senior Indenture, as the case may be, less the amount of original issue discount with respect to any Senior Bond if such original issue discount exceeded 2% on such Senior Bond at the time of its original sale and (iii) 125% of the average Senior Aggregate Annual Debt Service For Reserve Requirement for all Series of Senior Bonds participating in the Senior Reserve Fund or for all Series of Senior Bonds participating in a separately created Senior Debt Service Reserve Fund created pursuant to a Supplemental Senior Indenture, as the case may be.

“Senior Swap Termination Payment” means an amount payable by the Department or a Qualified Swap Provider, in accordance with a Senior Qualified Swap, to compensate the other party to the Senior Qualified Swap for any losses and costs that such other party may incur as a result of an event of default or the early termination of the obligations, in whole or in part, of the parties under such Senior Qualified Swap.

“Senior Tender Indebtedness” means any Senior Bonds or portions of Senior Bonds a feature of which is an option and/or an obligation on the part of the Bondholders, under the terms of such Senior Bonds, to tender all or a portion of such Senior Bonds to the Department, the Senior Trustee, the Senior Paying Agent or other fiduciary or agent or Credit Provider for payment or purchase and requiring that such Senior Bonds or portions of Senior Bonds be purchased if properly presented.

“Senior Trustee” means The Bank of New York Mellon Trust Company, N.A., formerly known as The Bank of New York Trust Company, N.A., as successor in interest to BNY Western Trust Company, as successor in interest to U.S. Trust Company of California, N.A., as trustee until a successor replaces it and, thereafter, means such successor.

“Serial Senior Bonds” means Senior Bonds for which no sinking installment payments are provided.

“Serial Subordinate Obligations” means Subordinate Obligations for which no sinking installment payments are provided.

“Series” or *“series”* means (a) with respect to Senior Bonds, Senior Bonds designated as a separate Series by a Supplemental Senior Indenture and, with respect to Senior Program Bonds or a Senior Commercial Paper Program, means the full Senior Authorized Amount of such program, regardless of when or whether issued, unless portions thereof are, by Supplemental Senior Indenture, designated as separate Series; and (b) with respect to Subordinate Obligations, Subordinate Obligations designated as a separate Series by a Supplemental Subordinate Indenture and, with respect to Subordinate Program Obligations or a Subordinate Commercial Paper Program, means the full Subordinate Authorized Amount of such program, regardless of when or whether issued, unless portions thereof are, by Supplemental Subordinate Indenture, designated as a separate Series.

“Series 2018B Senior Bonds” means the \$226,500,000 original principal amount of Senior Bonds issued under the Master Senior Indenture and the Nineteenth Supplemental Senior Indenture and designated “Department of Airports of the City of Los Angeles, California, Los Angeles International Airport, Senior Refunding Revenue Bonds, 2018 Series B.”

“Significant Portion” means, for purposes of the Master Senior Indenture, any LAX Airport Facilities or portions thereof which, if such facilities had been sold or disposed of by the Department at the beginning of an annual period which includes the month of commencement of the 12-month period ending on the day of such disposition would have resulted in a reduction in Net Pledged Revenues for such annual period of more than 4% when the actual Net Pledged Revenues for such annual period are decreased by the Pledged Revenues directly attributable to such LAX Airport Facilities and increased by the expenses of the Department directly attributable to such LAX Airport Facilities. The Department will notify each of the Rating Agencies that have been requested by the Department to maintain a rating on the Senior Bonds or Subordinate Obligations, and that are then maintaining a rating on any of the Senior Bonds or Subordinate Obligations, prior to the selling or disposing of a Significant Portion of any LAX Airport Facilities or portions thereof.

“Specified LAX Project” means a Project at Los Angeles International Airport or a group of alternative Projects which are described in a certificate of an Authorized Representative delivered to the Consultant preparing the certificates described in the additional bonds tests under the Master Senior Indenture and the Master Subordinate Indenture, as the case may be, the revenues and expenses of which Project or of the alternative Projects are to be taken into account by such Consultant in preparing the certificate described in the additional bonds tests under the Master Senior Indenture and the Master Subordinate Indenture, as the case may be.

“State” means the State of California.

“Subordinate Aggregate Annual Debt Service” means for any Fiscal Year the aggregate amount of Subordinate Annual Debt Service on all Outstanding Subordinate Obligations and Unissued Subordinate Program Obligations. For purposes of calculating Subordinate Aggregate Annual Debt Service, the following components of debt service will be computed as follows:

(a) in determining the principal due in each year, payment will (unless a different subsection of this definition applies for purposes of determining principal maturities or amortization) be assumed to be made on Outstanding Subordinate Obligations and Unissued Subordinate Program Obligations in accordance with any amortization schedule established by the governing documents setting forth the terms of such Subordinate Obligations, including, as a principal payment, the Accreted Value of any Capital Appreciation Subordinate Obligations or Original Issue Discount Subordinate Obligations maturing or scheduled for redemption in such year; in determining the interest due in each year, interest payable at a fixed rate will (except to the extent subsection (b), (c) or (d) of this definition applies) be assumed to be made at such fixed rate and on the required payment dates; provided, however, that interest payable on the Subordinate Obligations will be excluded to the extent such payments are to be paid from Subordinate Capitalized Interest for such Fiscal Year;

(b) if all or any portion or portions of an Outstanding Series of Subordinate Obligations or Unissued Subordinate Program Obligations constitute Balloon Indebtedness, then, for purposes of determining Subordinate Aggregate Annual Debt Service, each maturity which constitutes Balloon Indebtedness will, unless otherwise provided in the Supplemental Subordinate Indenture pursuant to which such Balloon Indebtedness is issued or unless provision (c) of this definition then applies to such maturity, be treated as if it were to be amortized over a term of not more than 30 years and with substantially level annual debt service payments commencing not later than the year following the year in which such Balloon Indebtedness was issued, and extending not later than 30 years from the date such Balloon Indebtedness was originally issued; the interest rate used for such computation will be that rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Subordinate Obligations of a corresponding term issued under the Subordinate Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Subordinate Obligations bear interest which is or is not excluded from gross income for federal income tax purposes; with respect to any Series of Subordinate Obligations, Unissued Subordinate Program Obligations or Subordinate Program Obligations, only a portion of which constitutes Balloon Indebtedness, the remaining portion will be treated as described in (a) above or such other provision of this definition as will be applicable and, with respect to any Series, Unissued Subordinate Program Obligations or Subordinate Program Obligations, or that portion of a Series thereof which constitutes Balloon Indebtedness, all payments of principal and interest becoming due prior to the year of the stated maturity of the Balloon Indebtedness will be treated as described in (a) above or such other provision of this definition as will be applicable;

(c) any maturity of Subordinate Obligations which constitutes Balloon Indebtedness as described in provision (b) of this definition and for which the stated maturity date occurs within 12 months from the date such calculation of Subordinate Aggregate Annual Debt Service is made, will be assumed to become due and payable on the stated maturity date and provision (b) above will not apply thereto unless there is delivered to the entity making the calculation of Subordinate Aggregate Annual Debt Service a certificate of an Authorized Representative stating that the Department intends to refinance such maturity and stating the probable terms of such refinancing and that the debt capacity of the Department is sufficient to successfully complete such refinancing; upon the receipt of such certificate, such Balloon Indebtedness will be assumed to be refinanced in accordance with the probable terms set out in such certificate and such terms will be used for purposes of calculating Subordinate Aggregate Annual Debt Service, provided that such assumption will not result in an interest rate lower than that which would be assumed under provision (b) above and will be amortized over a term of not more than 30 years from the date of refinancing;

(d) if any Outstanding Subordinate Obligations (including Subordinate Program Obligations) or any Subordinate Obligations which are then proposed to be issued constitute Subordinate Tender Indebtedness, then, for purposes of determining Subordinate Aggregate Annual Debt Service, Subordinate Tender Indebtedness will be treated as if (i) the principal amount of such Subordinate Obligations were to be amortized over a term of not more than 30 years commencing in the year in which such Series is first subject to tender and with substantially level Subordinate Annual Debt Service payments and extending not later than 30 years from the date such Subordinate Tender Indebtedness was originally issued, provided, however, notwithstanding the previous provisions of this clause (i), any principal amortization schedule set

forth in a Supplemental Subordinate Indenture (including, but not limited to, any mandatory sinking fund redemption schedule) will be applied to determine the principal amortization of such Subordinate Obligations; (ii) the interest rate used for such computation will be that rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Subordinate Obligations of a corresponding term issued under the Subordinate Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Subordinate Obligations bear interest which is or is not excluded from gross income for federal income tax purposes; and (iii) with respect to all principal and interest payments becoming due prior to the year in which such Subordinate Tender Indebtedness is first subject to tender, such payments will be treated as described in (a) above unless the interest during that period is subject to fluctuation, in which case the interest becoming due prior to such first tender date will be determined as provided in (e) or (f) below, as appropriate;

(e) if any Outstanding Subordinate Obligations constitute Variable Rate Indebtedness, including obligations described in subsection (h)(ii) to the extent it applies (except to the extent subsection (b) or (c) relating to Balloon Indebtedness or (d) relating to Subordinate Tender Indebtedness or subsection (h)(i) relating to Synthetic Fixed Rate Debt applies), the interest rate used for such computation will be the rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Subordinate Obligations of a corresponding term issued under the Subordinate Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Subordinate Obligations bear interest which is or is not excluded from gross income for federal income tax purposes;

(f) with respect to any Subordinate Program Obligations or Unissued Subordinate Program Obligations (other than a Subordinate Commercial Paper Program) (i) debt service on such Subordinate Program Obligations then Outstanding will be determined in accordance with such of the foregoing provisions of this definition as will be applicable, and (ii) with respect to Unissued Subordinate Program Obligations, it will be assumed that the full principal amount of such Unissued Subordinate Program Obligations will be amortized over a term certified by an Authorized Representative at the time the initial Subordinate Program Obligations of such Subordinate Program are issued to be the expected duration of such Subordinate Program or, if such expectations have changed, over a term certified by an Authorized Representative to the expected duration of such Subordinate Program at the time of such calculation, but not to exceed 30 years from the date of the initial issuance of such Subordinate Program Obligations and it will be assumed that debt service will be paid in substantially level Subordinate Annual Debt Service payments over such assumed term; the interest rate used for such computation will be that rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Subordinate Obligations of a corresponding term issued under the Subordinate Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Subordinate Obligations bear interest which is or is not excluded from gross income for federal income tax purposes;

(g) debt service on Subordinate Repayment Bonds, to the extent such obligations constitute Subordinate Obligations under the Master Subordinate Indenture, will be calculated as provided in the Master Subordinate Indenture;

(h) (i) for purposes of computing the Subordinate Aggregate Annual Debt Service of Subordinate Obligations which constitute Synthetic Fixed Rate Debt, the interest payable thereon will, if the Department elects, be that rate payable by the Department as provided for by the terms of the Swap or the net interest rate payable by the Department pursuant to offsetting indices, as applicable, or if the Department does not elect such rate, then it will be deemed to be the fixed interest rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by *The Bond*

Buyer, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Subordinate Obligations of a corresponding term issued under the Master Subordinate Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Subordinate Obligations bear interest which is or is not excluded from gross income for federal income tax purposes;

(ii) for purposes of computing the Subordinate Aggregate Annual Debt Service of Subordinate Obligations with respect to which a Swap has been entered into whereby the Department has agreed to pay the floating variable rate thereunder, no fixed interest rate amounts payable on the Subordinate Obligations to which such Swap pertains will be included in the calculation of Subordinate Aggregate Annual Debt Service, and the interest rate with respect to such Subordinate Obligations will be the sum of that rate as determined in accordance with subsection (e) relating to Variable Rate Indebtedness plus the difference between the interest rate on the Subordinate Designated Debt and the rate received from the Swap Provider;

(iii) for purposes of computing the Subordinate Aggregate Annual Debt Service of Subordinate Obligations with respect to which a Swap in the form of an “interest rate cap” (or a similarly structured financial arrangement) has been entered into by the Department, the interest payable thereon will be the lower of (A) the effective capped rate provided by the terms of the Swap and (B) the fixed interest rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Subordinate Obligations of a corresponding term issued under the Master Subordinate Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Subordinate Obligations bear interest which is or is not excluded from gross income for federal income tax purposes;”

(i) with respect to any Subordinate Commercial Paper Program which has been Implemented and not then terminated or with respect to any Subordinate Commercial Paper Program then proposed to be Implemented, the principal and interest thereon will be calculated as if the entire Subordinate Authorized Amount of such Implemented Subordinate Commercial Paper Program were to be amortized over a term of 30 years commencing in the year in which such Subordinate Commercial Paper Program is Implemented and with substantially level annual debt service payments; the interest rate used for such computation will be that rate quoted in The Bond Buyer 25 Revenue Bond Index, or such successor or replacement index, for the last week of the month preceding the date of calculation as published by The Bond Buyer, or if that index is no longer published, another similar index selected by the Department, or if the Department fails to select a replacement index, that rate determined by a Consultant to be a reasonable market rate for fixed-rate Subordinate Obligations of a corresponding term issued under the Subordinate Indenture on the date of such calculation, with no credit enhancement and taking into consideration whether such Subordinate Obligations bear interest which is or is not excluded from gross income for federal income tax purposes;

(j) if moneys, Subordinate Permitted Investments or any other amounts not included in Subordinate Pledged Revenues have been used to pay or have been irrevocably deposited with and are held by the Subordinate Trustee or another fiduciary to pay or Subordinate Capitalized Interest has been set aside exclusively to be used to pay principal and/or interest on specified Subordinate Obligations, then the principal and/or interest to be paid from such moneys, Subordinate Permitted Investments, other amounts not included in Subordinate Pledged Revenues or Subordinate Capitalized Interest or from the earnings thereon will be disregarded and not included in calculating Subordinate Aggregate Annual Debt Service; and;

(k) if Passenger Facility Charges, Customer Facility Charges, state and/or federal grants or other moneys not included in Subordinate Pledged Revenues have been irrevocably committed or are held by the Subordinate Trustee or another fiduciary and are to be set aside exclusively to be used to pay principal and/or interest on specified Subordinate Obligations, then the principal and/or interest to be paid

from such Passenger Facility Charges, Customer Facility Charges, state and/or federal grants or other moneys not included in Subordinate Pledged Revenues or from earnings thereon will be disregarded (unless such Passenger Facility Charges, Customer Facility Charges, state and/or federal grants or other moneys are included in Pledged Revenues) and not included in calculating Subordinate Aggregate Annual Debt Service.

“Subordinate Aggregate Annual Debt Service For Reserve Requirement” means the computation of Subordinate Aggregate Annual Debt Service for a Subordinate Debt Service Reserve Fund with respect to all Outstanding Subordinate Obligations participating in an identified Subordinate Debt Service Reserve Fund in the then current or any future Fiscal Year, with such modifications in the assumptions thereof as is described in this definition. For purposes of determining the Subordinate Aggregate Annual Debt Service For Reserve Requirement for the respective Subordinate Debt Service Reserve Fund, for a Series of Subordinate Obligations, the annual debt service with respect to any Variable Rate Indebtedness will, upon the issuance of such Series participating in a Subordinate Debt Service Reserve Fund, be calculated on the basis of the assumptions set forth in subsection (e) of the definition of Subordinate Aggregate Annual Debt Service, and the amount so determined will not require adjustment thereafter except as appropriate to reflect reductions in the outstanding principal amount of such Series. For purposes of the Subordinate Aggregate Annual Debt Service For Reserve Requirement, the annual debt service requirements assumed at the time of issuance of a Series of Subordinate Obligations containing Balloon Indebtedness or Subordinate Tender Indebtedness will not, with respect to such Series, require subsequent increases.

“Subordinate Annual Debt Service” means, with respect to any Subordinate Obligation, the aggregate amount of principal and interest becoming due and payable during any Fiscal Year, and if a Subordinate Qualified Swap is in effect for such Subordinate Obligation, plus the amount payable by the Department (or the Subordinate Trustee) under the Subordinate Qualified Swap in accordance with the terms thereof, less any amount to be received by the Department from the Subordinate Qualified Swap Provider pursuant to the Subordinate Qualified Swap, calculated using the principles and assumptions set forth in the definition of Subordinate Aggregate Annual Debt Service. Principal of and/or interest on Subordinate Obligations paid during any Fiscal Year with Passenger Facility Charges, Customer Facility Charges, state and/or federal grants, Subordinate Capitalized Interest or other moneys not included in Subordinate Pledged Revenues, or from earnings thereon, will be disregarded (unless such Passenger Facility Charges, Customer Facility Charges, state and/or federal grants, Subordinate Capitalized Interest or other moneys are included in Pledged Revenues) and not included in calculating Subordinate Annual Debt Service

“Subordinate Authorized Amount” means, when used with respect to Subordinate Obligations, including Subordinate Program Obligations, the maximum Subordinate Principal Amount of Subordinate Obligations which is then authorized by a resolution or Supplemental Subordinate Indenture adopted by the Board pursuant to the Master Subordinate Indenture to be Outstanding at any one time under the terms of such Subordinate Program or Supplemental Subordinate Indenture. If the maximum Subordinate Principal Amount of Subordinate Obligations or Subordinate Program Obligations authorized by a preliminary resolution or form of Supplemental Subordinate Indenture approved by the Board pursuant to the Master Subordinate Indenture exceeds the maximum Subordinate Principal Amount of Subordinate Obligations set forth in the final resolution of sale adopted by the Board or in the definitive Supplemental Subordinate Indenture executed and delivered by the Department pursuant to which such Subordinate Obligations are issued or such Subordinate Program is established, the Subordinate Principal Amount of such Subordinate Obligations or Subordinate Program Obligations as is set forth in said final resolution of sale or in the definitive Supplemental Subordinate Indenture as executed and delivered by the Department will be deemed to be the “Subordinate Authorized Amount.” Notwithstanding the provisions of this definition of “Subordinate Authorized Amount,” in connection with the issuance of additional Subordinate Obligations and the calculation of Subordinate Maximum Aggregate Annual Debt Service and Subordinate Aggregate Annual Debt Service with respect to a Subordinate Commercial Paper Program, “Subordinate Authorized Amount” means the total amount available (utilized and unutilized, if applicable) under a Credit Facility entered into with respect to such Subordinate Commercial Paper Program and the total amount of Commercial Paper Notes that may be issued pursuant to an Unenhanced Subordinate Commercial Paper Program.

“Subordinate Capitalized Interest” means proceeds of Subordinate Obligations or other moneys not included in Subordinate Pledged Revenue that are deposited with the Subordinate Trustee in a Subordinate Debt Service Fund as will be described in a Supplemental Subordinate Indenture upon issuance of such Subordinate Obligations that are to be used to pay interest on Subordinate Obligations.

“Subordinate Commercial Paper Notes” means the commercial paper notes issued on parity with the other Subordinate Obligations from time to time under the terms of the Subordinate Indenture, designated the “Department of Airports of the City of Los Angeles, California, Los Angeles International Airport, Subordinate Revenue Commercial Paper Notes, Series A (Governmental – Non-AMT), Series B (Private Activity - AMT), Series C (Federally Taxable) and Series D (Private Activity – Non-AMT),” which may be issued from time to time pursuant to the Subordinate Indenture in an aggregate principal amount not to exceed \$500,000,000 at any one time.

“Subordinate Commercial Paper Program” means a Subordinate Program authorized by the Board pursuant to which Commercial Paper will be issued and reissued from time to time, up to the Authorized Amount of such Subordinate Program.

“Subordinate Construction Fund” means any of the Subordinate Construction Funds authorized to be created as provided by the Master Subordinate Indenture.

“Subordinate Debt Service Fund” or *“Subordinate Debt Service Funds”* means a Subordinate Debt Service Fund or any of the Subordinate Debt Service Funds required to be created as provided in the Master Subordinate Indenture.

“Subordinate Debt Service Reserve Fund” means any Subordinate Debt Service Reserve Fund created by the Department pursuant to a Supplemental Subordinate Indenture in connection with the issuance of any Series of Subordinate Obligations and that is required to be funded for the purpose of providing additional security for such Series of Subordinate Obligations and under certain circumstances to provide additional security for such other designated Series of Subordinate Obligations issued pursuant to the terms of the Master Subordinate Indenture and as specified in any Supplemental Subordinate Indenture.

“Subordinate Debt Service Reserve Fund Surety Policy” means an insurance policy or surety bond, or a letter of credit, deposited with the Subordinate Trustee for the credit of the Subordinate Debt Service Reserve Fund created for one or more Series of Outstanding Subordinate Obligations in lieu of or partial substitution for cash or securities on deposit therein. Except as otherwise provided in a Supplemental Subordinate Indenture, the entity providing such Subordinate Debt Service Reserve Fund Surety Policy will be rated, at the time such instrument is provided, in one of the two highest long-term Rating Categories by one or more of the Rating Agencies.

“Subordinate Designated Debt” means a specific indebtedness designated by the Department in which such debt will be offset with a Swap, such specific indebtedness to include all or any part of a Series or multiple Series of Subordinate Obligations.

“Subordinated Obligation” means any bond, note or other debt instrument issued or otherwise entered into by the Department which ranks junior and subordinate to the Senior Bonds and which may be paid from moneys constituting Pledged Revenues only if all LAX Maintenance and Operations Expenses and amounts of principal and interest which have become due and payable on the Senior Bonds whether by maturity, redemption or acceleration have been paid in full and the Department is current on all payments, if any, required to be made to replenish the Senior Reserve Fund and any Senior Debt Service Reserve Fund. *“Subordinated Obligations”* are not Senior Bonds for purposes of the Master Senior Indenture; provided, however, that the Department may henceforth by Supplemental Senior Indenture elect to have the provisions of the Master Senior Indenture applicable to the Senior Bonds apply to the Subordinated Obligations issued thereunder, except that such Subordinated Obligations will be secured on a junior and subordinate basis to the Senior Bonds from the Net Pledged Revenues. No bond, note or other instrument of indebtedness will be deemed to be a *“Subordinated Obligation”* for purposes of the Master Senior Indenture and payable on a subordinated basis from Net Pledged Revenues unless specifically designated by the Department as a *“Subordinated Obligation”* in a Supplemental Senior Indenture or other written instrument. In connection with any Subordinated Obligation with respect to which a Swap is in effect or proposes to be in, the term *“Subordinated Obligation”* includes, collectively, both such Subordinated Obligation and either such Swap or the obligations of the Department under each such Swap, as the context requires. The term *“Subordinated Obligations”* also includes a Swap or the obligations of the Department under such Swap which has been entered into in connection with a Subordinated Obligation, as the context requires, although none of the Subordinated Obligations with respect to which such Swap was entered into remain outstanding. The term *“Subordinated Obligation”* includes any Senior Swap Termination Payment under a Senior Qualified Swap with respect to any Senior Bonds payable on parity with Subordinated Obligations.

“Subordinate Event of Default” means any occurrence or event specified as a “Subordinate Event of Default” in the Subordinate Indenture. See APPENDIX C-4—“SUMMARY OF THE MASTER SUBORDINATE INDENTURE—Subordinate Events of Default and Remedies” below.

“Subordinate Indenture” means the Master Subordinate Indenture, together with all Supplemental Subordinate Indentures.

“Subordinate Investment Agreement” means an investment agreement or guaranteed investment contract (a) with or guaranteed by a national or state chartered bank or savings and loan, an insurance company or other financial institution whose unsecured debt is rated in the highest short-term Rating Category (if the term of the Subordinate Investment Agreement is less than three years) or in either of the two highest long-term Rating Categories (if the term of the Subordinate Investment Agreement is three years or longer) by one or more of the Rating Agencies, or (b) which investment agreement or guaranteed investment contract is fully secured by obligations described in items (a) and (b) of the definition of Subordinate Permitted Investments which are (i) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to 103% of the principal amount of the investment, together with the interest accrued and unpaid thereon, (ii) held by the Subordinate Trustee (who will not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Subordinate Trustee, (iii) subject to a perfected first lien on behalf of the Subordinate Trustee, and (iv) free and clear from all third-party liens.

“Subordinate Maximum Aggregate Annual Debt Service” means the maximum amount of Subordinate Aggregate Annual Debt Service with respect to all Subordinate Obligations, Unissued Subordinate Program Obligations, and the Subordinate Authorized Amount of all Subordinate Obligations then proposed to be issued in the then current or any future Fiscal Year.

“Subordinate Maximum Aggregate Annual Debt Service For Reserve Requirement” means the computation of Subordinate Maximum Aggregate Annual Debt Service for a Subordinate Debt Service Reserve Fund with respect to all Outstanding Subordinate Obligations participating in an identified Subordinate Debt Service Reserve Fund in the then current or any future Fiscal Year, with such modifications in the assumptions thereof as is described in this definition. For purposes of determining the Subordinate Maximum Aggregate Annual Debt Service For Reserve Requirement for the respective Subordinate Debt Service Reserve Fund, for a Series of Subordinate Obligations the annual debt service with respect to any Variable Rate Indebtedness will, upon the issuance of such Series participating in an identified Subordinate Debt Service Reserve Fund, be calculated on the basis of the assumptions set forth in subsection (e) of the definition of Subordinate Aggregate Annual Debt Service, and the amount so determined will not require adjustment thereafter except as appropriate to reflect reductions in the outstanding principal amount of such Series. For purposes of the Subordinate Maximum Aggregate Annual Debt Service For Reserve Requirement, the annual debt service requirements assumed at the time of issuance of a Series of Subordinate Obligations containing Balloon Indebtedness or Subordinate Tender Indebtedness will not, with respect to such Series, require subsequent increases.

“Subordinate Notes” means Subordinate Obligations issued under the provisions of the Master Subordinate Indenture which have a maturity of one year or less from their original date of issue and which are not part of a Subordinate Commercial Paper Program.

“Subordinate Obligation” or *“Subordinate Obligations”* means any debt obligation of the Department issued as a taxable or tax-exempt obligation under and in accordance with the provisions of the Master Subordinate Indenture, including, but not limited to, bonds, notes, bond anticipation notes, commercial paper and other instruments creating an indebtedness of the Department, and obligations incurred through lease or installment purchase agreements or other agreements or certificates of participation therein and Subordinate Repayment Obligations to the extent provided in the Master Subordinate Indenture. The terms “Subordinate Obligation” and “Subordinate Obligations” do not include any Third Lien Obligation; provided, however, the Department may provide in a Supplemental Subordinate Indenture that Third Lien Obligations may be issued thenceforth pursuant to the Master Subordinate Indenture having the terms applicable to the Subordinate Obligations, except that such Third Lien Obligations will be junior and subordinate in payment of such Third Lien Obligations from the Subordinate Pledged Revenues. The terms “Subordinate Obligation” and “Subordinate Obligations” include Subordinate Program Obligations.

“Subordinate Paying Agent” or *“Subordinate Paying Agents”* means, with respect to the Subordinate Obligations or any Series of Subordinate Obligations, the banks, trust companies or other financial institutions or

other entities designated in a Supplemental Subordinate Indenture or a resolution of the Department as the place where such Subordinate Obligations will be payable.

“*Subordinate Permitted Investments*” means to the extent permitted to be invested by the Department by applicable law, the Charter and investment policy of the City, any of the following:

- (a) Government Obligations;
- (b) obligations, debentures, notes or other evidences of indebtedness issued or guaranteed by any of the following instrumentalities or agencies of the United States of America: Federal Home Loan Bank System; Export-Import Bank of the United States; Federal Financing Bank; Government National Mortgage Association; Federal National Mortgage Association; Student Loan Marketing Association; Federal Farm Credit Bureau; Farmers Home Administration; Federal Home Loan Mortgage Corporation; and Federal Housing Administration;
- (c) direct and general long-term obligations of any state, which obligations are rated in either of the two highest Rating Categories by two or more Rating Agencies;
- (d) direct and general short-term obligations of any state, which obligations are rated in the highest Rating Category by two or more Rating Agencies;
- (e) interest-bearing demand or time deposits (including certificates of deposit) or interests in money market portfolios issued by state banks or trust companies or national banking associations that are members of the Federal Deposit Insurance Corporation (“FDIC”) or by savings and loan associations that are members of the FDIC, which deposits or interests must either be (i) continuously and fully insured by FDIC and with banks that are rated in (y) the highest short-term Rating Category by two or more Rating Agencies or (z) either of the two highest long-term Rating Categories by two or more Rating Agencies or (ii) fully secured by obligations described in items (a) or (b) of this definition of Subordinate Permitted Investments which are (A) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to the principal amount of the investment, (B) held by the Subordinate Trustee (who may not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Subordinate Trustee, (C) subject to a perfected first lien in favor of the Subordinate Trustee, and (D) free and clear from all third party liens;
- (f) long-term or medium-term corporate debt guaranteed by any corporation that is rated by two or more Rating Agencies in either of the two highest Rating Categories;
- (g) repurchase agreements which are (i) entered into with banks or trust companies organized under state law, national banking associations, insurance companies or government bond dealers reporting to, trading with, and recognized as a primary dealer by, the Federal Reserve Bank of New York and which either are members of the Security Investors Protection Corporation or with a dealer or parent holding company that has an investment grade rating from two or more of the Rating Agencies; and (ii) fully secured by investments specified in items (a) or (b) of this definition of Subordinate Permitted Investments which are (A) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at least equal to the amount invested in the repurchase agreements; (B) held by the Subordinate Trustee (who may not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Subordinate Trustee; (C) subject to a perfected first lien in favor of the Subordinate Trustee; and (D) free and clear from all third-party liens;
- (h) prime commercial paper of a United States corporation, finance company or banking institution rated in the highest short-term Rating Category by two or more Rating Agencies;
- (i) shares of a diversified open-end management investment company (as defined in the Investment Company Act of 1940, as amended) or shares in a regulated investment company (as defined in Section 851(a) of the Code) that is (i) a money market fund that has been rated in one of the two highest Rating Categories by one or more of the Rating Agencies, or (ii) a money market fund or account of the Subordinate Trustee or any state or federal bank that is rated in (A) the highest short-term Rating Category by two or more Rating Agencies or (B) either of the two highest long-term Rating Categories by two or more Rating Agencies, or whose own bank holding company parent is rated in (y) the highest short-term Rating Category by two or more Rating Agencies or (z) either of the two highest long-term Rating

Categories by two or more Rating Agencies, or that has a combined capital and surplus of not less than \$50,000,000;

(j) Investment Agreements; and

(k) any other type of investment consistent with City policy in which the Department directs the Subordinate Trustee to invest; provided that there is delivered to the Subordinate Trustee a certificate of an Authorized Representative stating that each of the Rating Agencies then maintaining a rating on the Subordinate Obligations has been informed of the proposal to invest in such investment.

“Subordinate Pledged Revenues” means for any given period, the Pledged Revenues for such period less, for such period, the LAX Maintenance and Operation Expenses, less, for such period, the Senior Aggregate Annual Debt Service or the Senior Annual Debt Service, as applicable, on the Outstanding Senior Bonds, less, for such period, deposits to any reserve fund or account required pursuant to Senior Indenture as described under the paragraph labeled THIRD under the caption APPENDIX C-2—“SUMMARY OF THE MASTER SENIOR INDENTURE—Withdrawals from LAX Revenue Account.”

“Subordinate Principal Amount” or *“Subordinate principal amount”* means, as of any date of calculation, (a) with respect to any Capital Appreciation Subordinate Obligations, the Accreted Value thereof (the difference between the stated amount to be paid at maturity and the Accreted Value being deemed unearned interest), (b) with respect to any Original Issue Discount Subordinate Obligations, the Accreted Value thereof, unless the Supplemental Subordinate Indenture under which such Subordinate Obligation was issued will specify a different amount, in which case, the terms of the Supplemental Subordinate Indenture will control, and (c) with respect to any other Subordinate Obligations, the principal amount of such Subordinate Obligation payable at maturity.

“Subordinate Program” means a financing program identified in a Supplemental Subordinate Indenture, including but not limited to a Subordinate Commercial Paper Program, (a) which is authorized and the terms thereof approved by a resolution adopted by the Board and the items required under the Master Subordinate Indenture have been filed with the Subordinate Trustee, (b) wherein the Board has authorized the issuance, from time to time, of notes, bonds, commercial paper or other indebtedness in a Subordinate Authorized Amount, and (c) the Subordinate Authorized Amount of which has met the additional bonds test set forth in the Master Subordinate Indenture and the Outstanding amount of which may vary from time to time, but not exceed the Subordinate Authorized Amount.

“Subordinate Program Obligations” means Subordinate Obligations issued and Outstanding pursuant to a Subordinate Program, other than Unissued Subordinate Program Obligations.

“Subordinate Qualified Swap” means any Swap (a) whose Subordinate Designated Debt is all or part of a particular Series of Subordinate Obligations; (b) whose Swap Provider is a Subordinate Qualified Swap Provider or has been a Subordinate Qualified Swap Provider within the 60 day period preceding the date on which the calculation of Subordinate Annual Debt Service or Subordinate Aggregate Annual Debt Service is being made; (c) which has a term not greater than the term of the Subordinate Designated Debt or to a specified mandatory tender or redemption of such Subordinate Designated Debt; (d) which has been designated in writing to the Subordinate Trustee by the Department as a Subordinate Qualified Swap with respect to such Subordinate Obligations; and (e) which has been approved by S&P, if S&P has an outstanding rating on any Subordinate Obligations, and Moody’s, if Moody’s has an outstanding rating on the Subordinate Obligations.

“Subordinate Qualified Swap Provider” means a financial institution (a) whose senior long-term debt obligations, or whose obligations under any Subordinate Qualified Swap are guaranteed by a financial institution, or subsidiary of a financial institution, whose senior long-term debt obligations, are rated at least “Aa,” in the case of Moody’s and “AA,” in the case of S&P, or the equivalent thereto in the case of any successor thereto, or (b) whose obligations under a Subordinate Qualified Swap are fully secured by obligations described in items (a) or (b) of the definition of Subordinate Permitted Investments which are (i) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to 105% of the principal amount of the investment, together with the interest accrued and unpaid thereon, (ii) held by the Subordinate Trustee (who will not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Subordinate Trustee, (iii) subject to a perfected first lien on behalf of the Subordinate Trustee, and (iv) free and clear from all third-party liens.

“Subordinate Registrar” means, with respect to the Subordinate Obligation or any Series of Subordinate Obligations, the bank, trust company or other entity designated in a Supplemental Subordinate Indenture or a

resolution of the Board to perform the function of Subordinate Registrar under the Master Subordinate Indenture or any Supplemental Subordinate Indenture, and which bank, trust company or other entity has accepted the position in accordance with the Master Subordinate Indenture.

“Subordinate Repayment Obligations” means an obligation arising under a written agreement of the Department and a Credit Provider pursuant to which the Department agrees to reimburse the Credit Provider for amounts paid through a Credit Facility to be used to pay debt service on any Subordinate Obligations and all other amounts due and owing to a Credit Provider under a Credit Facility, or an obligation arising under a written agreement of the Department and a Liquidity Provider pursuant to which the Department agrees to reimburse the Liquidity Provider for amounts paid through a Liquidity Facility to be used to purchase Subordinate Obligations and all other amounts due and owing to a Liquidity Provider under a Liquidity Facility.

“Subordinate Reserve Fund” means the Subordinate Debt Service Reserve Fund of such designation created under the Fourth Supplemental Subordinate Indenture as security for any Subordinate Obligations which may participate in the Subordinate Reserve Fund as provided in Fourth Supplemental Subordinate Indenture.

“Subordinate Reserve Requirement” means an amount equal to the least of (a) Subordinate Maximum Aggregate Annual Debt Service for Reserve Requirement for all Subordinate Obligations participating in the Subordinate Reserve Fund, (b) 10% of the principal amount of the Subordinate Obligations that have been issued and are participating in the Subordinate Reserve Fund, less the amount of original issue discount with respect to such Subordinate Obligations if such original issue discount exceeded 2% on such Subordinate Obligations at the time of their original sale, and (c) 125% of the average Subordinate Aggregate Annual Debt Service for Reserve Requirement for all Subordinate Obligations participating in the Subordinate Reserve Fund.

“Subordinate Swap Termination Payment” means an amount payable by the Department or a Qualified Swap Provider, in accordance with a Subordinate Qualified Swap, to compensate the other party to the Subordinate Qualified Swap for any losses and costs that such other party may incur as a result of an event of default or the early termination of the obligations, in whole or in part, of the parties under such Subordinate Qualified Swap.

“Subordinate Tender Indebtedness” means any Subordinate Obligations or portions of Subordinate Obligations a feature of which is an option and/or an obligation on the part of the holders, under the terms of such Subordinate Obligations, to tender all or a portion of such Subordinate Obligations to the Department, the Subordinate Trustee, the Subordinate Paying Agent or other fiduciary or agent or Credit Provider for payment or purchase and requiring that such Subordinate Obligations or portions of Subordinate Obligations be purchased if properly presented.

“Subordinate Trustee” means U.S. Bank National Association, also known as U.S. Bank, N.A., until a successor replaces it and, thereafter, means such successor

“Supplemental Senior Indenture” means any document supplementing or amending the Master Subordinate Indenture or providing for the issuance of Senior Bonds and entered into as provided in the Master Senior Indenture.

“Supplemental Subordinate Indenture” means any document supplementing or amending the Master Subordinate Indenture or providing for the issuance of Subordinate Obligations and entered into as provided in the Master Subordinate Indenture.

“Swap” means any financial arrangement between the Department and a Swap Provider which provides that (a) each of the parties will pay to the other an amount or amounts calculated as if such amount were interest accruing during the term of the arrangement at a specified rate (whether fixed or a variable rate or measured against some other rate or index) on a Senior Designated Debt or a Subordinate Designated Debt, as the case may be, and payable from time to time or at a designated time or times (whether before, during or after the term of the arrangement); (b) if such amount is to be paid *before* it is deemed to have accrued, the amount paid will reflect the present value of such future amount (i.e., an upfront premium), while an amount to be paid *after* it is deemed to have accrued will reflect the time value of such funds; (c) payment dates and calculated accrual rates need not be the same for each payor, but to the extent payment dates coincide, the arrangement may (but need not) provide that one will pay to the other any net amount due under such arrangement. Swap will include, but not be limited to, (i) caps, floors and collars, (ii) forward rate, future rate, swap (such swap may be based on an amount equal either to the principal amount of such Senior Bonds or Subordinate Obligations as may be designated or a notional principal amount relating to all or a portion of the principal amount of such Senior Bonds or Subordinate Obligations, as applicable), asset, index, price or market-linked transactions or agreements, (iii) other exchange or rate protection

transaction agreements, (iv) other similar transactions (however designated), or (v) any combination thereof, or any option with respect thereto, in each case executed by the Department for the purpose of moderating interest rate fluctuations, reducing debt service costs or creating either fixed interest rate Senior Bonds or fixed interest rate Subordinate Obligations, or Variable Rate Indebtedness on a synthetic basis or otherwise.

“*Swap Provider*” means a party to a Swap with the Department.

“*Synthetic Fixed Rate Debt*” means indebtedness issued by the Department which: (a) is combined, as Senior Designated Debt or Subordinate Designated Debt, as the case may be, with a Senior Qualified Swap or a Subordinate Qualified Swap, respectively, and creates, in the opinion of a Consultant, a substantially fixed-rate maturity or maturities for a term not exceeding such maturity or maturities, or (b) consisting of an arrangement in which two inversely related variable-rate securities are issued in equal principal amounts with interest based on off-setting indices resulting in a combined payment which is economically equivalent to a fixed rate.

“*Tax Compliance Certificate*” means the certificate of the Department prepared by Bond Counsel and delivered by the Department at the time of issuance and delivery of any Series or Senior Bonds or Subordinate Obligations, as the case may be, the interest on which is excluded from gross income for federal income tax purposes pursuant to a favorable opinion of such Bond Counsel, making certifications and representations of the Department as to the status of such Senior Bonds or Subordinate Obligations, as the case may be, under the Code.

“*Term Senior Bonds*” means Senior Bonds of a series which are payable on or before their specified maturity dates from sinking installment payments established pursuant to the Supplemental Senior Indenture for such series for that purpose and calculated to retire the Senior Bonds on or before their specified maturity dates.

“*Term Subordinate Obligations*” means Subordinate Obligations of a Series which are payable on or before their specified maturity dates from sinking installment payments established pursuant to the Supplemental Subordinate Indenture for such Series for that purpose and calculated to retire the Subordinate Obligations on or before their specified maturity dates.

“*Third Lien Obligation*” means any bond, note or other debt instrument issued or otherwise entered into by the Board which ranks junior and subordinate to the Senior Bonds and the Subordinated Obligations and which may be paid from moneys constituting Pledged Revenues only if all LAX Maintenance and Operation Expenses and amounts of principal and interest which have become due and payable on the Senior Bonds and the Subordinated Obligations whether by maturity, redemption or acceleration have been paid in full and the Board is current on all payments, if any, required to be made to replenish the Senior Reserve Fund, any Senior Debt Service Reserve Fund and any debt service reserve fund(s) established for the Subordinated Obligations. “*Third Lien Obligations*” are not Senior Bonds for purposes of the Master Senior Indenture; provided, however, that the Board may henceforth by Supplemental Senior Indenture elect to have the provisions of the Master Senior Indenture applicable to the Senior Bonds apply to the Third Lien Obligations issued thereunder, except that such Third Lien Obligations will be secured on a junior and subordinate basis to the Senior Bonds and the Subordinated Obligations from the Net Pledged Revenues. No bond, note or other instrument of indebtedness will be deemed to be a “*Third Lien Obligation*” for purposes of the Master Senior Indenture and payable on a subordinated basis from Net Pledged Revenues unless specifically designated by the Board as a “*Third Lien Obligation*” in a Supplemental Senior Indenture or other written instrument. In connection with any Third Lien Obligation with respect to which a Swap is in effect or proposes to be in effect, the term “*Third Lien Obligation*” includes, collectively, both such Third Lien Obligation and either such Swap or the obligations of the Board under each such Swap, as the context requires. The term “*Third Lien Obligations*” also includes a Swap or the obligations of the Board under such Swap which has been entered into in connection with a Third Lien Obligation, as the context requires, although none of the Third Lien Obligations with respect to which such Swap was entered into remain outstanding. The term “*Third Lien Obligation*” includes any Senior Swap Termination Payment under a Senior Qualified Swap with respect to any Senior Bonds or Subordinated Obligations payable on parity with Third Lien Obligations.

“*Transfer*” means for any Fiscal Year the amount of unencumbered funds on deposit or anticipated to be on deposit, as the case may be, on the first day of such Fiscal Year in the LAX Revenue Account (after all deposits and payments required by paragraphs FIRST through NINTH described under the caption APPENDIX C-2—“SUMMARY OF THE MASTER SENIOR INDENTURE—Withdrawals from LAX Revenue Account” have been made as of the last day of the immediately preceding Fiscal Year).

“*Treasurer*” means the Treasurer of the City as set forth in the Charter.

“Unenhanced Senior Commercial Paper Program” will be a Senior Commercial Paper Program that is authorized to be issued without the support of a Credit Facility, provided such Senior Commercial Paper Program has received at least an investment grade short-term rating from two or more of the Rating Agencies.

“Unenhanced Subordinate Commercial Paper Program” will be a Subordinate Commercial Paper Program that is authorized to be issued without the support of a Credit Facility, provided such Subordinate Commercial Paper Program has received at least an investment grade short-term rating from two or more of the Rating Agencies.

“Unissued Senior Program Bonds” means the bonds, notes or other indebtedness authorized to be issued pursuant to a Senior Program and payable from Net Pledged Revenues, issuable in an amount up to the Senior Authorized Amount relating to such Senior Program, which have been approved for issuance by the Department pursuant to a resolution adopted by the Board and with respect to which Senior Program the items required pursuant to the Master Senior Indenture have been filed with the Senior Trustee but which have not yet been authenticated and delivered pursuant to the Senior Program documents.

“Unissued Subordinate Program Obligations” means the bonds, notes or other indebtedness authorized to be issued pursuant to a Subordinate Program and payable from Subordinate Pledged Revenues, issuable in an amount up to the Subordinate Authorized Amount relating to such Subordinate Program, which have been approved for issuance by the Department pursuant to a resolution adopted by the Board and with respect to which Subordinate Program the items required pursuant to the Master Subordinate Indenture have been filed with the Subordinate Trustee but which have not yet been authenticated and delivered pursuant to the Subordinate Program documents.

“United States Bankruptcy Code” means Title 11 U.S.C., Section 101 et seq., as amended or supplemented from time to time, or any successor federal act.

“United States Obligations” means direct and general obligations of the United States of America, or obligations that are unconditionally guaranteed as to principal and interest by the United States of America, including, with respect only to direct and general obligations and not to guaranteed obligations, evidences of ownership of proportionate interests in future interest and/or principal payments of such obligations, provided that investments in such proportionate interests must be limited to circumstances wherein: (1) a bank or trust company acts as custodian and holds the underlying United States Obligations; (2) the owner of the investment is the real party in interest and has the right to proceed directly and individually against the obligor of the underlying United States Obligations; and (3) the underlying United States Obligations are held in a special account separate from the custodian’s general assets and are not available to satisfy any claim of the custodian, any person claiming through the custodian or any person to whom the custodian may be obligated. *“United States Obligations”* will include any stripped interest or principal portion of United States Treasury securities and any stripped interest portion of Resolution Funding Corporation securities.

“Variable Rate Indebtedness” means any Senior Bond, Senior Bonds, Subordinate Obligation or Subordinate Obligations the interest rate on which is not, at the time in question, fixed to maturity, excluding any commercial paper program.

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APPENDIX C-2

SUMMARY OF THE MASTER SENIOR INDENTURE

In addition to certain information contained under the captions “DESCRIPTION OF THE SERIES 2018B SENIOR BONDS” and “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS” in the forepart of this Official Statement, the following is a summary of certain provisions of the Master Senior Indenture. Such summary is only a brief description of limited provisions of such document and is qualified in its entirety by reference to the full text of the Master Senior Indenture.

Grant to Secure Senior Bonds; Pledge of Net Pledged Revenues

To secure the payment of the interest, principal and premium, if any, on the Senior Bonds and the performance and observance by the Department of all the covenants, agreements and conditions expressed or implied in the Master Senior Indenture or contained in the Senior Bonds, the Department has pledged and assigned to the Senior Trustee and granted to the Senior Trustee a lien on and security interest in all right, title and interest of the Department in and to all of the following and provides that such lien and security interest will be prior in right to any other pledge, lien or security interest created by the Department in the following: (a) the Net Pledged Revenues, (b) all moneys and securities (excluding moneys and securities on deposit in any Rebate Fund) held from time to time by the Senior Trustee under the Master Senior Indenture, moneys and securities held in the Senior Reserve Fund or any Senior Debt Service Reserve Fund and any Senior Reserve Fund Surety Policy or Senior Debt Service Reserve Fund Surety Policy, provided at any time in satisfaction of all or a portion of the Senior Reserve Requirement, and to the extent provided in any Supplemental Senior Indenture moneys and securities held in any Senior Construction Fund whether or not held by the Senior Trustee, (c) earnings on amounts included in provisions (a) and (b) above (except to the extent excluded from the definition of “Pledged Revenues”), and (d) any and all other funds, assets, rights, property or interests therein, of every kind or description which may from time to time hereafter, by delivery or by writing of any kind, be sold, transferred, conveyed, assigned, pledged, mortgaged, granted or delivered to or deposited with the Senior Trustee as additional security hereunder, for the equal and proportionate benefit and security of all Senior Bonds, all of which, regardless of the time or times of their authentication and delivery or maturity, will, with respect to the security provided by this Granting Clause, be of equal rank without preference, priority or distinction as to any Senior Bond over any other Senior Bond or Senior Bonds, except as to the timing of payment of the Senior Bonds. Any security or Credit Facility provided for specific Senior Bonds or a specific Series of Senior Bonds may, as provided by Supplemental Senior Indenture, secure only such specific Senior Bonds or Series of Senior Bonds and, therefore, will not be included as security for all Senior Bonds under the Master Senior Indenture and moneys and securities held in trust as provided in the Master Senior Indenture exclusively for Senior Bonds which have become due and payable and moneys and securities which are held exclusively to pay Senior Bonds which are deemed to have been paid under the Master Senior Indenture will be held solely for the payment of such specific Senior Bonds.

Additional Senior Bonds

Additional Senior Bonds may be issued under the Master Senior Indenture on parity with the Outstanding Senior Bonds, provided, among other things, there is delivered to the Senior Trustee either:

- (a) a certificate, dated as of a date between the date of pricing of the proposed Additional Senior Bonds being issued and the date of delivery of such proposed Additional Senior Bonds (both dates inclusive), prepared by an Authorized Representative showing that the Net Pledged Revenues, together with any Transfer, for any 12 consecutive months out of the most recent 18 consecutive months immediately preceding the date of issuance of the proposed Additional Senior Bonds or preceding the first issuance of the proposed Senior Program Bonds were at least equal to 125% of Senior Maximum Aggregate Annual Debt Service with respect to all Outstanding Senior Bonds, Unissued Senior Program Bonds and the proposed Additional Senior Bonds, calculated as if the proposed Additional Senior Bonds and the full Senior Authorized Amount of such proposed Senior Program Bonds (as applicable) were then Outstanding; or
- (b) a certificate, dated as of a date between the date of pricing of the proposed Additional Senior Bonds being issued and the date of delivery of such proposed Additional Senior Bonds (both dates inclusive), prepared by a Consultant showing that:

(i) the Net Pledged Revenues, together with any Transfer, for the last audited Fiscal Year or for any 12 consecutive months out of the most recent 18 consecutive months immediately preceding the date of issuance of the proposed Additional Senior Bonds or the establishment of a Senior Program, were at least equal to 125% of the sum of the Senior Annual Debt Service due and payable with respect to all Outstanding Senior Bonds (not including the proposed Additional Senior Bonds or the proposed Senior Program Bonds) for such Fiscal Year or other applicable period; and

(ii) for the period from and including the first full Fiscal Year following the issuance of such proposed Additional Senior Bonds during which no interest on such Additional Senior Bonds is expected to be paid from the proceeds thereof through and including the later of (A) the fifth full Fiscal Year following the issuance of such Additional Senior Bonds, or (B) the third full Fiscal Year during which no interest on such Additional Senior Bonds is expected to be paid from the proceeds thereof, the estimated Net Pledged Revenues, together with any estimated Transfer, for each such Fiscal Year, will be at least equal to 125% of the Senior Aggregate Annual Debt Service for each such Fiscal Year with respect to all Outstanding Senior Bonds, Unissued Senior Program Bonds and the proposed Additional Senior Bonds (calculated as if the proposed Additional Senior Bonds and the full Senior Authorized Amount of such proposed Senior Program Bonds (as applicable) were then Outstanding).

For purposes of subparagraphs (a) and (b) above, the amount of any Transfer taken into account may not exceed 25% of the Senior Annual Debt Service or Senior Aggregate Annual Debt Service, as applicable, on the Outstanding Senior Bonds, Unissued Senior Program Bonds, the proposed Additional Senior Bonds and the full Senior Authorized Amount of such proposed Senior Program Bonds, as applicable, for such applicable Fiscal Year or such other applicable period.

For purposes of subsection (b)(ii) above, in estimating Net Pledged Revenues, the Consultant may take into account (1) Pledged Revenues from Specified LAX Projects or LAX Airport Facilities reasonably expected to become available during the period for which the estimates are provided, (2) any increase in fees, rates, charges, rentals or other sources of Pledged Revenues which have been approved by the Department and will be in effect during the period for which the estimates are provided and (3) any other increases in Pledged Revenues which the Consultant believes to be a reasonable assumption for such period. With respect to LAX Maintenance and Operation Expenses, the Consultant may use such assumptions as the Consultant believes to be reasonable, taking into account: (i) historical LAX Maintenance and Operation Expenses, (ii) LAX Maintenance and Operation Expenses associated with the Specified LAX Projects and any other new LAX Airport Facilities, and (iii) such other factors, including inflation and changing operations or policies of the Department, as the Consultant believes to be appropriate. The Consultant may include in the certificate or in a separate accompanying report a description of the assumptions used and the calculations made in determining the estimated Net Pledged Revenues and may also set forth the calculations of Senior Aggregate Annual Debt Service, which calculations may be based upon information provided by another Consultant.

For purposes of preparing the certificate or certificates described above, the Consultant or Consultants or the Authorized Representative may rely upon financial statements prepared by the Department which have not been subject to audit by an independent certified public accountant if audited financial statements for the Fiscal Year or period are not available; provided, however, that an Authorized Representative will certify as to their accuracy and that such financial statements were prepared substantially in accordance with generally accepted accounting principles, subject to year-end adjustments.

Neither of the certificates described above under subparagraphs (a) or (b) will be required if:

(1) the Senior Bonds being issued are for the purpose of refunding then Outstanding Senior Bonds and there is delivered to the Senior Trustee, instead, a certificate of an Authorized Representative showing that Senior Aggregate Annual Debt Service for each Fiscal Year after the issuance of the Refunding Senior Bonds will not exceed Senior Aggregate Annual Debt Service for each Fiscal Year prior to the issuance of such Refunding Senior Bonds;

(2) the Senior Bonds being issued constitute Senior Notes and there is delivered to the Senior Trustee, instead, a certificate prepared by an Authorized Representative showing that the principal amount of the proposed Senior Notes being issued, together with the principal amount of any Senior Notes then

Outstanding, does not exceed 10% of the Net Pledged Revenues for any 12 consecutive months out of the most recent 24 months immediately preceding the issuance of the proposed Senior Notes and there is delivered to the Senior Trustee a certificate of an Authorized Representative showing that for each of the Fiscal Years during which the Senior Notes will be Outstanding, and taking into account the debt service becoming due on such Senior Notes, the Department will be in compliance with the rate covenant under the Master Senior Indenture (as described above under “—Senior Rate Covenant” below); or

(3) if the Senior Bonds being issued are to pay costs of completing a Specified LAX Project for which Senior Bonds have previously been issued and the principal amount of such Senior Bonds being issued for completion purposes does not exceed an amount equal to 15% of the principal amount of the Senior Bonds originally issued for such Specified LAX Project and reasonably allocable to the Specified LAX Project to be completed as shown in a written certificate of an Authorized Representative and there is delivered to the Senior Trustee (i) a Consultant’s certificate stating that the nature and purpose of such Specified LAX Project has not materially changed and (ii) a certificate of an Authorized Representative to the effect that (A) all of the proceeds (including investment earnings on amounts in the Construction Fund allocable to such Specified LAX Project) of the original Senior Bonds issued to finance such Specified LAX Project have been or will be used to pay Costs of the Specified LAX Project, (B) the then estimated Costs of the Specified LAX Project exceed the sum of the Costs of the Specified LAX Project already paid plus moneys available in the Construction Fund established for the Specified LAX Project (including unspent proceeds of the Senior Bonds previously issued for such purpose), and (C) the proceeds to be received from the issuance of such Senior Bonds plus moneys available in the Construction Fund established for the Specified LAX Project (including unspent proceeds of the Senior Bonds previously issued for such purpose) will be sufficient to pay the remaining estimated Costs of the Specified LAX Project.

Senior Repayment Obligations Afforded Status of Senior Bonds

If a Credit Provider or Liquidity Provider makes payment of principal of and/or interest on a Senior Bond or advances funds to purchase or provide for the purchase of Senior Bonds and is entitled to reimbursement thereof, pursuant to a separate written agreement with the Department, but is not reimbursed, the Department’s Senior Repayment Obligation under such written agreement may, if so provided in the written agreement, be afforded the status of a Senior Bond issued under the Master Senior Indenture, and, if afforded such status, the Credit Provider or Liquidity Provider will be the Senior Bondholder and such Senior Bond will be deemed to have been issued at the time of the original Senior Bond for which the Credit Facility or Liquidity Facility was provided and will not be subject to the additional bonds test set forth in the Master Senior Indenture; provided, however, the payment terms of the Senior Bond held by the Credit Provider or Liquidity Provider will be as follows (unless otherwise provided in the Supplemental Senior Indenture pursuant to which the Senior Bonds are issued or in the agreement with the Credit Provider or Liquidity Provider): interest will be due and payable semiannually and principal will be due and payable not less frequently than annually and in such annual amounts as to amortize the principal amount thereof in (i) 30 years or, (ii)(a) if shorter, a term extending to the maturity date of the enhanced Senior Bonds or (b) if later, the final maturity of the Senior Repayment Obligation under the written agreement, and providing substantially level Senior Annual Debt Service payments, using the rate of interest set forth in the written repayment agreement which would apply to the Senior Repayment Obligation as of the date such amortization schedule is fixed. The principal amortized as described in the prior sentence will bear interest in accordance with the terms of the Senior Repayment Obligation. Any amount which comes due on the Senior Repayment Obligation by its terms and which is in excess of the amount treated as principal of and interest on a Senior Bond will be payable from Net Pledged Revenues on a basis subordinate to the payment and/or funding of the Senior Bonds and any reserve funds established with respect to the Senior Bonds. This provision will not defeat or alter the rights of subrogation which any Credit Provider or Liquidity Provider may have under law or under the terms of any Supplemental Senior Indenture. The Senior Trustee may conclusively rely on a written certification by the Credit Provider or Liquidity Provider of the amount of such non reimbursement and that such Senior Repayment Obligation is to be afforded the status of a Senior Bond under the Master Senior Indenture.

Obligations Under Qualified Swap; Non-Qualified Swap

The obligation of the Department to make Regularly Scheduled Swap Payments under a Senior Qualified Swap with respect to a Series of Senior Bonds may be on a parity with the obligation of the Department to make payments with respect to such Series of Senior Bonds and other Senior Bonds under the Master Senior Indenture,

except as otherwise provided by in the Master Senior Indenture or a Supplemental Senior Indenture with respect to any Senior Swap Termination Payments. The Department may provide in any Supplemental Senior Indenture that Regularly Scheduled Swap Payments under a Senior Qualified Swap will be secured by a pledge of or lien on the Net Pledged Revenues on a parity with the Senior Bonds of such Series and all other Senior Bonds, regardless of the principal amount, if any, of the Senior Bonds of such Series remaining Outstanding. The Senior Trustee will take all action consistent with the other provisions hereof as will be requested in writing by the Senior Qualified Swap Provider necessary to preserve and protect such pledge, lien and assignment and to enforce the obligations of the Department with respect thereto. In the event the action requested to be taken pursuant to the preceding sentence will require the Senior Trustee either to exercise the remedies granted in the Master Senior Indenture or to institute any action, suit or proceeding in its own name, the Senior Qualified Swap Provider will provide to the Senior Trustee reasonable security and indemnity against the costs, expenses and liabilities to be incurred in connection therewith.

In the event that a Senior Swap Termination Payment or any other amounts other than as described in the previous paragraph are due and payable by the Department under a Senior Qualified Swap, such Senior Swap Termination Payment and any such other amounts will, unless otherwise provided in a Supplemental Senior Indenture, constitute an obligation of the Department payable from Pledged Revenues subordinate to its obligations to pay and/or fund LAX Maintenance and Operation Expenses, the Senior Bonds and any reserve funds established with respect to such Senior Bonds.

Obligations of the Department to make payments, including termination payments, under a Non-Qualified Swap will, unless otherwise provided in a Supplemental Senior Indenture, constitute an obligation of the Department payable from Pledged Revenues subordinate to its obligations to pay and/or fund LAX Maintenance and Operation Expenses, the Senior Bonds and any reserve funds established with respect to such Senior Bonds.

Withdrawals from LAX Revenue Account

(a) Subject to the provisions of the Master Senior Indenture, the Department will cause the Treasurer to separately account for all of the revenues and expenses of each airport under the jurisdiction of the Board and to deposit all the revenues for each individual airport within the Airport System which are received pursuant to the Charter, in its respective revenue account within the Airport Revenue Fund. The Department has covenanted and agreed that all LAX Revenues, when and as received by or on behalf of the Department, will be deposited by the Department in the LAX Revenue Account and will, immediately upon receipt thereof, become subject to the lien and pledge of the Master Senior Indenture. The Department has notified the Treasurer of the pledge of, lien on, and interest in LAX Revenues granted by the Master Senior Indenture and instructed the Treasurer that all such LAX Revenues, are to be accounted for separately and apart from all other revenues, funds, accounts or other resources of the Department or the City. If the Treasurer fails to comply with such instructions, the Department will separately account for all of the revenues and expenses of each airport under the jurisdiction of the Board.

Earnings on the various funds and accounts created under any Supplemental Senior Indenture will be deposited as provided in such Supplemental Senior Indenture, except that (i) during the continuation of a Senior Event of Default earnings on such funds and accounts will be deposited into the Senior Debt Service Funds created under the respective Supplemental Senior Indentures, (ii) earnings on the Senior Construction Funds may, if so provided by Supplemental Senior Indenture, be retained in such Senior Construction Fund, (iii) pursuant to the provisions of the Master Senior Indenture, earnings on the Senior Reserve Fund may be retained in such fund under the conditions therein described, and (iv) earnings on any Senior Debt Service Reserve Fund may, if so provided by Supplemental Senior Indenture, be retained in such fund.

The sums of Pledged Revenues required by the Master Senior Indenture to be so set aside out of the LAX Revenue Account into the specified accounts will be set aside out of said LAX Revenue Account and not out of any other funds or revenues of the Department or the City, except as expressly authorized or permitted by the Department or the City. An Authorized Representative will direct that such sums be set aside through transfers or payments made at such time and in such amounts as may be necessary to comply with the provisions of this section.

The provisions in the Master Senior Indenture regarding the use of the LAX Revenue Account and the establishment of certain accounts therein are made pursuant to Section 635 of the Charter and are intended to be in full compliance therewith and will be so construed.

(b) The amounts of Pledged Revenues credited to the LAX Revenue Account will first be applied as follows and in the order set forth:

FIRST To the payment of LAX Maintenance and Operation Expenses of the Airport System which are payable from LAX Revenues, which include payment to the City for services provided by it to LAX;

SECOND To the payment of amounts required to be deposited in the Senior Debt Service Funds as described in “—Deposits and Withdrawals from the Senior Debt Service Funds” below;

THIRD To the payment of amounts required to be deposited in the Senior Reserve Fund, pursuant to the Master Senior Indenture, or any Senior Debt Service Reserve Fund created pursuant to a Supplemental Senior Indenture;

FOURTH To the payment of debt service on any indebtedness (other than Outstanding Senior Bonds or Third Lien Obligations), including Subordinated Obligations, if any, but only to the extent a specific pledge of Pledged Revenues has been made in writing to the payment debt service on such indebtedness;

FIFTH To the payment of any reserve requirement for debt service for any indebtedness (other than Outstanding Senior Bonds or Third Lien Obligations), including Subordinated Obligations, if any, but only to the extent a specific pledge of Pledged Revenues has been made in writing to the payment of any such reserve requirement on such indebtedness (see APPENDIX C-4—“SUMMARY OF THE MASTER SUBORDINATE INDENTURE—Deposits and Withdrawals from the Subordinate Debt Service Funds”);

SIXTH To the payment of debt service on any indebtedness (other than Outstanding Senior Bonds or Subordinated Obligations), including Third Lien Obligations, if any, but only to the extent a specific pledge of Pledged Revenues has been made in writing to the payment of debt service on such indebtedness;

SEVENTH To the payment of any reserve requirement for debt service for any indebtedness (other than Outstanding Senior Bonds or Subordinated Obligations), including Third Lien Obligations, if any, but only to the extent a specific pledge of Pledged Revenues has been made in writing to the payment of any such reserve requirement on such indebtedness;

EIGHTH To the payment of the amounts required to be deposited in the LAX Maintenance and Operation Reserve Account which are payable from LAX Revenues as determined by the Department pursuant to the Master Senior Indenture;

NINTH To the payment of such amounts as are directed by the Department for discretionary purposes as authorized by the Charter which include capital projects, defraying the expenses of any pension or retirement system applicable to the employees of the Department, defraying the Maintenance and Operation Expenses of the Airport System, for reimbursement to another department or office of the City on account of services rendered, or materials, supplies or equipment furnished to support purposes of the Department and for any other lawful purpose of the Department, but only to the extent any such purposes relate to LAX.

With respect to the application of Pledged Revenues described in subparagraphs FIRST, EIGHTH and NINTH above, the Department need apply only such amount of Pledged Revenues pursuant to the provisions of such subparagraphs as is necessary, after taking into account all other moneys and revenues available to the Department for application for such purposes, to pay the amounts required by such subparagraphs.

Notwithstanding the provisions of the Master Senior Indenture, nothing in the Master Senior Indenture will preclude the Department from making the payments described in paragraphs FIRST through NINTH above from sources other than Pledged Revenues.

Deposits and Withdrawals from the Senior Debt Service Funds

Deposits into the Senior Debt Service Funds. The Senior Trustee will, at least fifteen Business Days prior to each Payment Date on any Senior Bond, give the Department notice by telephone, promptly confirmed in writing, of the amount after taking into account Senior Capitalized Interest, if any, on deposit in the Senior Debt Service Funds, required to be deposited with the Senior Trustee to make each required payment of principal and interest due on such Payment Date. With respect to any Series of Senior Bonds, the Supplemental Senior Indenture under which such Senior Bonds are issued may provide for different times and methods of notifying the Department of payment

dates and amounts to accommodate the specific provisions of such Series and, in such event, the terms of such Supplemental Senior Indenture will control.

So long as any of the Senior Bonds are Outstanding, the Authorized Representative will deliver to the Treasurer, at least ten Business Days prior to each Payment Date, as to each Series of Senior Bonds Outstanding, a written demand authenticated by the signature of the Chief Financial Officer requesting that the Treasurer, not later than five Business Days prior to each Payment Date, transfer from the LAX Revenue Account to the Senior Trustee for deposit in the Senior Debt Service Funds established in respect of each Series of Outstanding Senior Bonds the full amount required to pay the principal of and/or interest on Senior Bonds of that Series due on such Payment Date.

On any day on which the Senior Trustee receives funds from the Treasurer to be used to pay principal of or interest on Senior Bonds, the Senior Trustee will, if the amount received is fully sufficient to pay all amounts of principal and interest then due or becoming due on the next Payment Date, deposit such amounts into the respective Senior Debt Service Funds for the Series of Senior Bonds for which such payments were made and any excess funds will be applied to pay all amounts of principal and interest becoming due on any subsequent Payment Dates. Notwithstanding any of the foregoing provisions of this paragraph, no amount need be transferred from the LAX Revenue Account or otherwise deposited into any Senior Debt Service Fund for any Series of Senior Bonds for the payment of principal or interest, respectively, if the amount already on deposit therein and available for such purpose is sufficient to pay in full the amount of principal and/or interest, respectively, coming due on such Senior Bonds on the next succeeding Payment Date.

The Department may provide in any Supplemental Senior Indenture that, as to any Series of Senior Bonds Outstanding, any amounts required to be transferred to and paid into a Senior Debt Service Fund may be prepaid, in whole or in part, by being earlier transferred to and paid into that Senior Debt Service Fund, and in that event any subsequently scheduled transfer, or any part thereof, which has been so prepaid need not be made at the time appointed therefor. In any Supplemental Senior Indenture, the Department may provide that monies in the redemption account allocable to sinking fund installment payments of a Series may, at the discretion of the Department, be applied to the purchase and cancellation of such Series (at a price not greater than par) prior to notice of redemption of such Series. Such Senior Bonds so delivered or previously redeemed or purchased at the direction of the Department will be credited by the Senior Trustee at the principal amount thereof to the next scheduled sinking installment payments on Senior Bonds of such Series and any excess over the sinking installment payment deposit required on that date will be credited against future sinking installment deposits in such manner and order as the Department may determine in its discretion, and the scheduled principal amount of the Senior Bonds to be redeemed by operation of such sinking installment payments will be accordingly modified in such manner as the Department may determine and as specified to the Senior Trustee in writing.

Money set aside and placed in a Senior Debt Service Fund for any Series of Senior Bonds will remain therein until from time to time expended for the aforesaid purposes thereof and will not be used for any other purpose whatsoever, except that any such money so set aside and placed in a Senior Debt Service Fund may be temporarily invested as provided in the Master Senior Indenture, but such investment will not affect the obligation of the Department to cause the full amount required by the terms of this section to be available in a Senior Debt Service Fund at the time required to meet payments of principal of and interest on Senior Bonds of the Series for which it is accumulated. Earnings on such investments upon written request of the Department may be transferred into the LAX Revenue Account, except that during the continuation of an Senior Event of Default, such earnings will remain in the Senior Debt Service Funds created under the respective Supplemental Senior Indentures.

Each Senior Debt Service Fund established to pay principal of and interest on any Series of Senior Bonds will be held by the Senior Trustee or any agent of the Senior Trustee, and amounts to be used to pay principal and interest on such Series, as received by the Senior Trustee or its agent, will be deposited therein and used for such purpose. Accounts and subaccounts will be created by the Senior Trustee or any agent of the Senior Trustee in the various Senior Debt Service Funds as requested in writing by the Authorized Representative and will be held by the Senior Trustee or such agents as will be provided by Supplemental Senior Indenture.

The moneys in each Senior Debt Service Fund established for any issue or Series will be held in trust and applied as provided herein and in the Supplemental Senior Indenture, and pending the application of such amounts in accordance herewith and with the provisions of such Supplemental Senior Indenture will be subject to a lien on and security interest in favor of the holders of the Outstanding Senior Bonds of such Series.

Withdrawals From Senior Debt Service Funds. On each Payment Date for any Outstanding Senior Bonds, the Senior Trustee will pay to the Owners of the Senior Bonds of a given Series from the appropriate Senior Debt Service Fund or Senior Debt Service Funds, an amount equal to the principal and interest becoming due on such Series of Senior Bonds.

On or before a mandatory redemption date from sinking installment payments for Term Senior Bonds of a Series of Senior Bonds, the Senior Trustee will transfer from the Senior Debt Service Fund to the redemption account for such Series an amount which, together with amounts on deposit therein and available for such purpose, is sufficient to make the sinking installment payment due on such mandatory redemption date. On each date on which Term Senior Bonds of a Series are to be mandatorily redeemed from sinking installment payments, the Senior Trustee will pay to the Owners of Senior Bonds of such Series from the redemption account for such Series, an amount equal to the amount of interest and the principal amount of Term Senior Bonds of such Series to be mandatorily redeemed on such date.

On each date on which Senior Bonds of any Series will otherwise become subject to optional or mandatory redemption (other than from sinking installment payments) in accordance with the provisions of any Supplemental Senior Indenture, the Senior Trustee will pay to the Owners of such Senior Bonds from the redemption account, an amount of interest and principal, and premium, if any, on such Senior Bonds to be mandatorily or optionally redeemed on said date. On or before such redemption date, in accordance with the Supplemental Senior Indenture pursuant to which such Senior Bonds are issued, the Department will have or will have caused to be deposited in the redemption account for such Series, an amount which, together with amounts on deposits therein and available for such purpose, is sufficient to pay the redemption price of such Senior Bonds on such redemption date.

The payments made by the Senior Trustee in this section will be made solely to the extent that moneys are on deposit in the appropriate Senior Debt Service Fund.

All money remaining in a Senior Debt Service Fund on the final Payment Date, in excess of the amount required to make provisions for the payment in full of the interest and/or the principal of the Senior Bonds of the Series for which that Senior Debt Service Fund was established or the payment of amounts required to be rebated, pursuant to the Code, to the United States of America with respect to Senior Bonds of that Series, will be returned to the Department and deposited by the Department in the LAX Revenue Account.

The Senior Trustee will, at least two Business Days prior to each Payment Date on any Senior Bond, or as otherwise directed in any Supplemental Senior Indenture, give the Chief Financial Officer notice by telephone, promptly confirmed in writing, of any additional amount required to be deposited with the Senior Trustee to pay the amount required to be paid on such Payment Date in respect of such Senior Bond, in the event the amount then on deposit in any Senior Debt Service Fund is insufficient to pay the amounts due on any Series of Senior Bonds on such Payment Date. With respect to any Series of Senior Bonds, the Supplemental Senior Indenture under which such Senior Bonds are issued may provide for different times and methods of notifying the Department of payment dates and amounts to accommodate the specific provisions of such Series and, in such event, the terms of such Supplemental Senior Indenture will control.

If, on any Payment Date, the Senior Trustee does not have sufficient amounts in the Senior Debt Service Funds (without regard to any amounts which may be available in the Senior Reserve Fund or any Senior Debt Service Reserve Fund) to pay in full with respect to Senior Bonds of all Series all amounts of principal and/or interest due on such date, the Senior Trustee will allocate the total amount which is available to make payment on such day (without regard to any amounts in the Senior Reserve Fund or any Senior Debt Service Reserve Fund) as follows: first to the payment of past due interest on Senior Bonds of any Series, in the order in which such interest came due, then to the payment of past due principal on Senior Bonds of any Series, in the order in which such principal came due, then to the payment of interest then due and payable on the Senior Bonds of each Series due on such Payment Date and, if the amount available will not be sufficient to pay in full all interest on the Senior Bonds then due, then pro rata among the Series according to the amount of interest then due and second to the payment of principal then due on the Senior Bonds and, if the amount available will not be sufficient to pay in full all principal on the Senior Bonds then due, then pro rata among the Series according to the Principal Amount then due on the Senior Bonds.

If the Senior Reserve Fund or any Senior Debt Service Reserve Fund (or a Credit Facility provided in lieu thereof) have been used to make payments on the Senior Bonds secured thereby, then the Department may be required by Supplemental Senior Indenture to replenish the Senior Reserve Fund or any Senior Debt Service

Reserve Fund or reimburse the Credit Provider from Net Pledged Revenues provided that (a) no amount from Net Pledged Revenues may be used for such purpose until all payments of principal of and interest on all Senior Bonds which have become due and payable have been paid in full, (b) the required payments to replenish the Senior Reserve Fund and any Senior Debt Service Reserve Fund or reimburse the Credit Provider will be due in no more than twelve (12) substantially equal monthly installments commencing in the month following any such withdrawal and (c) if the aggregate amount of payments due on any date to replenish the Senior Reserve Fund or any Senior Debt Service Reserve Fund or reimburse the Credit Provider exceeds the amount available for such purposes, the payments made to the Senior Trustee for such purpose will be allocated among the Senior Reserve Fund and any Senior Debt Service Reserve Fund and the Credit Provider pro rata on the basis of the Outstanding Principal Amount of Senior Bonds secured thereby.

Notwithstanding the foregoing, the Department may, by Supplemental Senior Indenture, provide for different provisions and timing of deposits with the Senior Trustee and different methods of paying principal of or interest on Senior Bonds of any Series depending upon the terms of such Series of Senior Bonds and may provide for payment through a Credit Facility with reimbursement to the Credit Provider from the respective Senior Debt Service Fund created for the Series of Senior Bonds for which such Credit Facility is provided.

If Net Pledged Revenues are at any time insufficient to make the deposits required to make payments on the Senior Bonds, the Department may, at its election, pay to the Senior Trustee funds from any available sources with the direction that such funds be deposited into the Senior Debt Service Funds or into a specified account or accounts or subaccount or subaccounts therein.

Senior Reserve Fund

Pursuant to the terms of the Master Senior Indenture, the Department established with the Senior Trustee the "Senior Reserve Fund" for all of the Senior Bonds the Department elects to have participate in the Senior Reserve Fund. The Department has elected to have all of the Outstanding Senior Bonds participate in the Senior Reserve Fund.

Pursuant to the Master Senior Indenture, the Senior Reserve Fund is required to be funded at all times in an amount equal to the Senior Reserve Requirement. The "Senior Reserve Requirement" equals the least of (i) Senior Maximum Aggregate Annual Debt Service for Reserve Requirement with respect to all Senior Bonds participating in the Senior Reserve Fund, (ii) 10% of the principal amount of all Senior Bonds participating in the Senior Reserve Fund, less the amount of original issue discount with respect to the Senior Bonds participating in the Senior Reserve Fund if such original issue discount exceeded 2% on such Senior Bonds at the time of original sale, and (iii) 125% of the average Senior Aggregate Annual Debt Service for Reserve Requirement with respect to all Senior Bonds participating in the Senior Reserve Fund. In the event the Department issues any Additional Senior Bonds pursuant to a Supplemental Senior Indenture under which the Department elects to have such Additional Senior Bonds participate in the Senior Reserve Fund, the Department will be required to deposit an amount, if any, in the Senior Reserve Fund sufficient to cause the amount on deposit in the Senior Reserve Fund to equal the Senior Reserve Requirement.

Moneys or investments held in the Senior Reserve Fund may be used only to pay the principal of and interest on the Senior Bonds participating in the Senior Reserve Fund. Moneys and investments held in the Senior Reserve Fund are not available to pay debt service on the Subordinate Obligations or any Third Lien Obligations. The Senior Reserve Fund may be drawn upon if the amounts in the respective Senior Debt Service Funds for the Senior Bonds participating in the Senior Reserve Fund are insufficient to pay in full any principal or interest then due on such Senior Bonds. In the event any amounts are required to be withdrawn from the Senior Reserve Fund, such amounts will be withdrawn and deposited pro rata to meet the funding requirements of the Senior Debt Service Funds for the Senior Bonds secured by the Senior Reserve Fund.

The Department may fund all or a portion of the Senior Reserve Requirement with a Senior Reserve Fund Surety Policy. Any such Senior Reserve Fund Surety Policy must either extend to the final maturity of the Series of Senior Bonds for which the Senior Reserve Fund Surety Policy was issued or the Department must agree, by Supplemental Senior Indenture, that the Department will replace such Senior Reserve Fund Surety Policy prior to its expiration with another Senior Reserve Fund Surety Policy, which will have no adverse effect on ratings, if any, then in effect, on the Senior Bonds, or with cash, and the face amount of the Senior Reserve Fund Surety Policy, together with amounts on deposit in the Senior Reserve Fund, including the face amount of any other Senior Reserve

Fund Surety Policy, are at least equal to the Senior Reserve Requirement. As of the date of this Official Statement, there are no and there will be no Senior Reserve Fund Surety Policies on deposit in the Senior Reserve Fund.

LAX Maintenance and Operation Reserve Account

The Department has caused the LAX Maintenance and Operation Reserve Account to be maintained with the City Treasury. At the beginning of each Fiscal Year the Department will deposit in the LAX Maintenance and Operation Reserve Account amounts from the LAX Airport Account so that the balance in the LAX Maintenance and Operation Reserve Account as of the first day of such Fiscal Year, will be equal to not less than 25% nor more than 50% of the budgeted LAX Maintenance and Operation Expenses for the current Fiscal Year. Moneys on deposit in the LAX Maintenance and Operation Reserve Account will be used by the Department to pay LAX Maintenance and Operation Expenses in the event there are insufficient moneys in the LAX Revenue Account to make such payments.

Additional Security

The pledge of Net Pledged Revenues and the other security provided in the Granting Clauses of the Master Senior Indenture, secure all Senior Bonds issued under the terms of the Master Senior Indenture on an equal and ratable basis, except as to the timing of such payments. The Department may, however, in its discretion, provide additional security or credit enhancement for specified Senior Bonds or Series of Senior Bonds with no obligation to provide such additional security or credit enhancement to other Senior Bonds.

Payment of Principal and Interest

The Department has covenanted and agreed that it will duly and punctually pay or cause to be paid from the Net Pledged Revenues and to the extent thereof the principal of, premium, if any, and interest on every Senior Bond at the place and on the dates and in the manner set forth the Master Senior Indenture, the Supplemental Senior Indentures and in the Senior Bonds specified, according to the true intent and meaning thereof, and that it will faithfully do and perform all covenants and agreements in the Senior Indenture and in the Senior Bonds contained, provided that the Department's obligation to make payment of the principal of, premium, if any, and interest on the Senior Bonds will be limited to payment from the Net Pledged Revenues, the funds and accounts pledged therefor in the Granting Clauses of the Master Senior Indenture and any other source which the Department may specifically provide for such purpose and no Bondholder will have any right to enforce payment from any other funds of the Department.

Senior Lien Obligations Prohibited

The Department has covenanted that so long as any Senior Bonds are Outstanding under the Senior Indenture, it (i) will not adopt a resolution determining that Pledged Revenues be used to pay general obligation bonds of the City on a senior lien basis, and (ii) will not issue any additional bonds or other obligations with a lien on or security interest granted in Net Pledged Revenues which is senior to the Senior Bonds. Notwithstanding the previous sentence, nothing in the Senior Indenture prohibits the Department from entering into agreements that provide for the granting of Facilities Construction Credits by the Department.

Senior Rate Covenant

The Department has covenanted that, while any of the Senior Bonds remain Outstanding (but subject to all prior existing contracts and legal obligations of the Department as of the date of execution of the Master Senior Indenture), the Department will establish, fix, prescribe and collect rates, tolls, fees, rentals and charges in connection with LAX and for services rendered in connection therewith, so that Pledged Revenues in each Fiscal Year will be at least equal to the payments required in such Fiscal Year to be made pursuant to the paragraphs FIRST through EIGHTH described in subsection (b) under the caption "—Withdrawals from LAX Revenue Account" above. The Department has further agreed that it will establish, fix, prescribe and collect rates, tolls, fees, rentals and charges in connection with LAX and for services rendered in connection therewith, so that during each Fiscal Year the Net Pledged Revenues, together with any Transfer, will be equal to at least 125% of Senior Annual Debt Service on the Outstanding Senior Bonds for such Fiscal Year. Any amount of Transfer taken into account as described in the previous sentence cannot exceed 25% of Senior Annual Debt Service on the Outstanding Senior Bonds for such Fiscal Year.

If the Department violates the covenants described in the previous paragraph, such violation will not be a default under the Senior Indenture and will not give rise to a declaration of a Senior Event of Default if, within 180

days after the date such violation is discovered, the Department revises the schedule of rates, tolls, fees, rentals and charges insofar as practicable and revises any LAX Maintenance and Operation Expenses insofar as practicable and takes such other actions as are necessary so as to produce Pledged Revenues to cure such violation for future compliance; provided, however, that if the Department does not cure such violation by the end of the second subsequent Fiscal Year succeeding the date such violation is discovered, a Senior Event of Default may be declared under the Senior Indenture. The Department may obtain such recommendations from a Consultant as it deems necessary or appropriate to bring the Department into compliance with such covenants.

Subordinated Obligations and Third Lien Obligations

(a) The Department may, from time to time, incur indebtedness which is subordinate to the Senior Bonds and which indebtedness is, in the Master Senior Indenture, referred to as Subordinated Obligations. Such indebtedness will be incurred at such times and upon such terms as the Department determines, provided that:

(i) Any Supplemental Senior Indenture authorizing the issuance of any Subordinated Obligations will specifically state that such lien on or security interest granted in the Net Pledged Revenues is junior and subordinate to the lien on and security interest in such Net Pledged Revenues and other assets granted to secure the Senior Bonds; and

(ii) Payment of principal of and interest on such Subordinated Obligations will be permitted, provided that all deposits required to be made to pay LAX Maintenance and Operation Expenses and to the Senior Trustee to be used to pay debt service on the Senior Bonds or to replenish the Senior Reserve Fund or a Senior Debt Service Reserve Fund are then current in accordance with the Master Senior Indenture.

(b) The Department may, from time to time, incur indebtedness which is subordinate to the Senior Bonds and any Subordinated Obligations and which indebtedness is, in the Master Senior Indenture, referred to as Third Lien Obligations. Such indebtedness will be incurred at such times and upon such terms as the Department determines, provided that:

(i) Any Supplemental Senior Indenture authorizing the issuance of any Third Lien Obligations will specifically state that such lien on or security interest granted in the Net Pledged Revenues is junior and subordinate to the lien on and security interest in such Net Pledged Revenues and other assets granted to secure the Senior Bonds and the Subordinated Obligations; and

(ii) Payment of principal of and interest on such Third Lien Obligations will be permitted, provided that all deposits required to be made to pay LAX Maintenance and Operation Expenses, to the Senior Trustee to be used to pay debt service on the Senior Bonds and to replenish the Senior Reserve Fund or a Senior Debt Service Reserve Fund, and to pay debt service on the Subordinated Obligations and to replenish any debt service reserve fund established for the Subordinated Obligations are then current in accordance with the Master Senior Indenture.

LAX Special Facilities and LAX Special Facility Obligations

The Department is permitted to designate new or existing LAX Airport Facilities as LAX Special Facilities as permitted in this section. The Department may, from time to time, and subject to the terms and conditions set forth below, (i) designate a separately identifiable existing facility or improvement or planned facility or improvement as an "LAX Special Facility," (ii) pursuant to an indenture other than the Senior Indenture and without a pledge of any Pledged Revenues (except as otherwise provided in (iv) below), incur debt primarily for the purpose of acquiring, constructing, renovating or improving or providing financing or refinancing to a third party to acquire, construct, renovate or improve, such facility or improvement, (iii) provide that the contractual payments derived from or related to such LAX Special Facility, together with other income and revenues available to the Department from such LAX Special Facility to the extent necessary to make the payments required by clause (1) of the second succeeding paragraph, be "LAX Special Facilities Revenue" and not included as Pledged Revenues unless otherwise provided in any supplemental indenture, and (iv) provide that the debt so incurred will be an "LAX Special Facility Obligation" and the principal of and interest thereon will be payable solely from the LAX Special Facilities Revenue and the proceeds of such LAX Special Facility Obligation set aside exclusively to pay debt service on such LAX Special Facility Obligation (except the Department may, in its sole discretion, determine to make Pledged Revenues or such other moneys not included in Pledged Revenues available (through a specific pledge or otherwise and subject to any covenants or other provisions of the Master Senior Indenture (including, but not limited to, the additional bonds test and the rate covenant set forth in the Master Senior Indenture) or such other indentures or

agreements of the Department) to the payment of the principal of and interest on such LAX Special Facility Obligation in such amounts and at such times as may be agreed to by the Department). The Department may from time to time refinance any such LAX Special Facility Obligations with other LAX Special Facility Obligations.

LAX Special Facility Obligations will be payable as to principal, redemption premium, if any, and interest solely from (a) LAX Special Facilities Revenue, which will include contractual payments derived by the Department under and pursuant to a contract (which may be in the form of a lease) relating to an LAX Special Facility by and between the Department and another person, firm or corporation, either public or private, as will undertake the operation of an LAX Special Facility, (b) proceeds of such LAX Special Facility Obligations set aside exclusively to pay debt service on such LAX Special Facility Obligations, if any, and (c) such Pledged Revenues or other moneys not included in Pledged Revenues made available by the Department as provided in clause (iv) of the previous paragraph, if any.

No LAX Special Facility Obligations will be issued by the Department unless there has been filed with the Senior Trustee a certificate of an Authorized Representative stating that:

(1) The estimated LAX Special Facilities Revenue pledged to the payment of the LAX Special Facility Obligations, the proceeds of such LAX Special Facility Obligations set aside exclusively to pay debt service on such LAX Special Facility Obligations, if any, and such Pledged Revenues or other moneys made available by the Department pursuant to clause (iv) of the first paragraph of this section, if any, will be at least sufficient, to pay the principal of and interest on such LAX Special Facility Obligations as and when the same become due and payable, all costs of operating and maintaining such LAX Special Facility not paid for by the operator thereof or by a party other than the Department and all sinking fund, reserve or other payments required by the resolution or indenture authorizing the LAX Special Facility Obligations as the same become due; and

(2) With respect to the designation of any separately identifiable existing LAX Airport Facilities or LAX Airport Facility as an "LAX Special Facility" or "LAX Special Facilities", the estimated Pledged Revenues and Net Pledged Revenues, calculated without including the new LAX Special Facilities Revenue, the proceeds of any LAX Special Facility Obligations set aside exclusively to pay debt service on such LAX Special Facility Obligations or any Pledged Revenues or other moneys made available by the Board pursuant to clause (iv) of the first paragraph of this section, if any, and without including any operation and maintenance expenses of the LAX Special Facility as LAX Maintenance and Operation Expenses, will be sufficient so that the Department will be in compliance with the rate covenant set forth in the Master Senior Indenture during each of the first five complete Fiscal Years immediately following the anticipated closing date of such transaction or financing; and

(3) No Senior Event of Default then exists under Master Senior Indenture.

To the extent LAX Special Facilities Revenue received by the Department during any Fiscal Year will exceed the amounts required to be paid pursuant to clause (1) of the immediately preceding paragraph for such Fiscal Year, such excess LAX Special Facilities Revenue, to the extent not otherwise encumbered or restricted, may constitute Pledged Revenues as determined by the Department.

Notwithstanding any other provision of this section, at such time as the LAX Special Facility Obligations issued for an LAX Special Facility including LAX Special Facility Obligations issued to refinance LAX Special Facility Obligations are fully paid or otherwise discharged, all revenues of the Department from such facility will be included as Pledged Revenues.

Maintenance and Operation of LAX Airport Facilities

Subject to the transfer of any LAX Airport Facilities pursuant to the provisions of the Master Senior Indenture, the Department has covenanted that the LAX Airport Facilities will at all times be operated and maintained in good working order and condition and that all lawful orders of any governmental agency or authority having jurisdiction in the premises will be complied with (provided the Department will not be required to comply with any such orders so long as the validity or application thereof will be contested in good faith), and that all licenses and permits necessary to construct or operate any of the LAX Airport Facilities will be obtained and maintained and that all necessary repairs, improvements and replacements of the LAX Airport Facilities will be made, subject to sound business judgment. Subject to the transfer of any LAX Airport Facilities pursuant to the provisions of the Master Senior Indenture, the Department will, from time to time, duly pay and discharge, or cause

to be paid and discharged, except to the extent the imposition or payment thereof is being contested in good faith by the Department, all taxes (if any), assessments or other governmental charges lawfully imposed upon the LAX Airport Facilities or upon any part thereof, or upon the Pledged Revenues, when the same will become due, as well as any lawful claim for labor, materials or supplies or other charges which, if unpaid, might by law become a lien or charge upon the Pledged Revenues or LAX Airport Facilities or any part thereof constituting part of Los Angeles International Airport.

Insurance; Application of Insurance Proceeds

Subject, in each case, to the condition that insurance is obtainable at reasonable rates and upon reasonable terms and conditions:

(1) the Department will procure and maintain or cause to be procured and maintained commercial insurance or provide Qualified Self Insurance with respect to the facilities constituting Los Angeles International Airport and public liability insurance in the form of commercial insurance or Qualified Self Insurance and, in each case, in such amounts and against such risks as are, in the judgment of the Department, prudent and reasonable taking into account, but not being controlled by, the amounts and types of insurance or self-insured programs provided by similar airports;

(2) the Department will procure and maintain reasonable fidelity insurance or bonds on the position of Chief Financial Officer and on any other employees of the Department who handle or are responsible for funds of the Department; and

(3) the Department will place on file with the Senior Trustee annually within 120 days after the close of each Fiscal Year a certificate of an Authorized Representative containing a summary of all insurance policies and self-insured programs then in effect with respect to Los Angeles International Airport and the operations of the Department. The Senior Trustee may conclusively rely upon such certificate and will not be responsible for the sufficiency or adequacy of any insurance required herein or obtained by the Department.

“Qualified Self Insurance” will mean insurance maintained through a program of self-insurance or insurance maintained with a fund, company or association in which the Department may have a material interest and of which the Department may have control, either singly or with others. Each plan of Qualified Self Insurance will be established in accordance with law, will provide that reserves be established or insurance acquired in amounts adequate to provide coverage which the Department determines to be reasonable to protect against risks assumed under the Qualified Self Insurance plan, including any potential retained liability in the event of the termination of such plan of Qualified Self Insurance, and such self-insurance program will be reviewed at least once every 12 months by a Consultant who will deliver to the Department a report on the adequacy of the reserves established thereunder. If the Consultant determines that such reserves are inadequate, he will make a recommendation as to the amount of reserves that should be established and maintained, and the Department will comply with such recommendation unless it can establish to the satisfaction of and receive a certification from a Consultant that a lower amount is reasonable to provide adequate protection to the Department.

If, as a result of any event, any part of an LAX Airport Facility or any LAX Airport Facilities is destroyed or severely damaged, the Department will create within the LAX Revenue Account a special subaccount and will credit the Net Proceeds received as a result of such event of damage or destruction to such subaccount and such Net Proceeds will, within a reasonable period of time taking into account any terms under which insurance proceeds are paid and any insurance restrictions upon the use or timing of the use of insurance proceeds, be used to: (1) repair or replace the LAX Airport Facilities, or portion thereof, which were damaged or destroyed, (2) provide additional revenue producing LAX Airport Facilities, (3) redeem Senior Bonds, or (4) create an escrow fund pledged to pay specified Senior Bonds and thereby cause such Senior Bonds to be deemed to be paid as provided in the Master Senior Indenture; provided, however, that the Department will first deliver to the Senior Trustee a certificate of a Consultant showing that, after taking into account the use of the Net Proceeds for the redemption of such specified Senior Bonds, the rate covenant set forth in the Master Senior Indenture would, nevertheless, be met.

Transfer of LAX Airport Facility or LAX Airport Facilities.

The Department will not, except as permitted below transfer, sell or otherwise dispose of an LAX Airport Facility or LAX Airport Facilities. For purposes of this section, any transfer of an asset over which the Department retains substantial control in accordance with the terms of such transfer will not, for so long as the Department has such control, be deemed a disposition of an LAX Airport Facility or LAX Airport Facilities.

The Department may transfer, sell or otherwise dispose of LAX Airport Facilities only if such transfer, sale or disposition complies with one or more of the following provisions:

- (a) The property being disposed of is inadequate, obsolete or worn out; or
- (b) The property proposed to be disposed of and all other LAX Airport Facilities disposed of during the 12 month period ending on the day of such transfer (but excluding property disposed of under (a) above), will not, in the aggregate, constitute a Significant Portion, the proceeds are deposited into the LAX Revenue Account to be used as described below and the Department believes that such disposal will not prevent it from fulfilling its obligations under the Senior Indenture; or
- (c) Prior to the disposition of such property, there is delivered to the Senior Trustee a certificate of a Consultant to the effect that notwithstanding such disposition, but taking into account the use of such proceeds in accordance with the expectations of the Department as evidenced by a certificate of an Authorized Representative, the Consultant estimates that Department will be in compliance with the rate covenant set forth in the Master Senior Indenture during each of the five Fiscal Years immediately following such disposition.

LAX Airport Facilities which were financed with the proceeds of obligations the interest on which is then excluded from gross income for federal income tax purposes will not be disposed of, except under the terms of provision (a) above, unless the Department has first received a written opinion of Bond Counsel to the effect that such disposition and the application of any disposition proceeds thereof will not cause the interest on such obligations to become includable in gross income for federal income tax purposes.

No such disposition will be made which would cause the Department to be in default of any other covenant contained in the Master Senior Indenture.

Eminent Domain

If a Significant Portion of any Airport Facility or LAX Airport Facilities are taken by eminent domain proceedings or conveyance in lieu thereof, the Department will create within the LAX Revenue Account a special account and credit the Net Proceeds received as a result of such taking or conveyance to such account and will within a reasonable period of time, after the receipt of such amounts, use such proceeds to (1) replace the LAX Airport Facility or LAX Airport Facilities which were taken or conveyed, (2) provide an additional revenue producing LAX Airport Facility or LAX Airport Facilities, (3) redeem Senior Bonds, or (4) create an escrow fund pledged to pay specified Senior Bonds and thereby cause such Senior Bonds to be deemed to be paid as provided in the Master Trust Indenture.

Investments

Moneys held by the Senior Trustee in the funds and accounts created herein and under any Supplemental Senior Indenture will be invested and reinvested as directed by the Department, in Senior Permitted Investments subject to the restrictions set forth in the Master Senior Indenture and such Supplemental Senior Indenture and subject to the investment restrictions imposed upon the Department by the Charter and the laws of the State. The Department will direct such investments by written certificate (upon which the Senior Trustee may conclusively rely) of an Authorized Representative or by telephone instruction followed by prompt written confirmation by an Authorized Representative; in the absence of any such instructions, the Senior Trustee will, to the extent practicable, invest in Senior Permitted Investments specified in clause (9) of the definition thereof. The Senior Trustee will not be liable for any loss resulting from following the written directions of the Department or as a result of liquidating investments to provide funds for any required payment, transfer, withdrawal or disbursement from any fund or account in which such Senior Permitted Investment is held. The Senior Trustee may buy or sell any Senior Permitted Investment through its own (or any of its affiliates) investment department.

Defeasance

Senior Bonds or portions thereof (such portions to be in integral multiples of the authorized denomination) which have been paid in full or which are deemed to have been paid in full will no longer be secured by or entitled to the benefits of the Master Senior Indenture except for the purposes of payment from moneys or Government Obligations held by the Senior Trustee or a Senior Paying Agent for such purpose. When all Senior Bonds which have been issued under the Master Senior Indenture have been paid in full or are deemed to have been paid in full, and all other sums payable under the Master Senior Indenture by the Department, including all necessary and proper fees, compensation and expenses of the Senior Trustee, the Senior Registrar and the Senior Paying Agent, have been paid or are duly provided for, then the right, title and interest of the Senior Trustee in and to the Net Pledged Revenues and the other assets pledged to secure the Senior Bonds under the Master Senior Indenture will thereupon cease, terminate and become void, and thereupon the Senior Trustee will cancel, discharge and release the Master Senior Indenture, will execute, acknowledge and deliver to the Department such instruments as will be requisite to evidence such cancellation, discharge and release and will assign and deliver to the Department any property and revenues at the time subject to the Master Senior Indenture which may then be in the Senior Trustee's possession, except funds or securities in which such funds are invested and are held by the Senior Trustee or the Senior Paying Agent for the payment of the principal of, premium, if any, and interest on the Senior Bonds.

A Senior Bond will be deemed to be paid within the meaning of the Master Senior Indenture when payment of the principal, interest and premium, if any, either (a) will have been made or caused to be made in accordance with the terms of the Senior Bonds and the Master Senior Indenture or (b) will have been provided for by depositing with the Senior Trustee in trust and setting aside exclusively for such payment, (i) moneys sufficient to make such payment and/or (ii) noncallable Government Obligations, maturing as to principal and interest in such amounts and at such times as will insure the availability of sufficient moneys to make such payment. At such times as Senior Bonds will be deemed to be paid under the Master Senior Indenture, such Senior Bonds will no longer be secured by or entitled to the benefits of the Master Senior Indenture, except for the purposes of payment from such moneys or Government Obligations.

Any deposit under clause (b) of the foregoing paragraph will be deemed a payment of such Senior Bonds. Once such deposit will have been made, the Senior Trustee will notify all holders of the affected Senior Bonds that the deposit required by (b) above has been made with the Senior Trustee and that such Senior Bonds are deemed to have been paid in accordance with the Master Senior Indenture. No notice of redemption will be required at the time of such defeasance or prior to such date as may be required by the Supplemental Senior Indenture under which such Senior Bonds were issued. The Department may at any time, prior to issuing such notice of redemption as may be required by the Supplemental Senior Indenture under which such Senior Bonds were issued, modify or otherwise change the scheduled date for the redemption or payment of any Senior Bond deemed to be paid under the terms of the foregoing paragraph in accordance with the terms of the Senior Bonds or the Master Senior Indenture subject to (a) receipt of an approving opinion of nationally recognized Bond Counsel that such action will not adversely affect the tax exemption of any Senior Bond or Senior Bond then outstanding and (b) receipt of an approving opinion of a nationally recognized accounting firm that there are sufficient moneys and/or Government Obligations to provide for the payment of such Senior Bonds. Notwithstanding anything in this section to the contrary, monies from the trust or escrow established for the defeasance of Senior Bonds may be withdrawn and delivered to the Department so long as the requirements of subparagraphs (a) and (b) above are met prior to or concurrently with any such withdrawal.

Senior Events of Default and Remedies

Senior Events of Default. Each of the following events will constitute and be referred to as a “*Senior Event of Default*”:

- (a) a failure to pay the principal of or premium, if any, on any of the Senior Bonds when the same will become due and payable at maturity or upon redemption;
- (b) a failure to pay any installment of interest on any of the Senior Bonds when such interest will become due and payable;
- (c) a failure to pay the purchase price of any Senior Bond when such purchase price will be due and payable upon an optional or mandatory tender date as provided in the Supplemental Senior Indenture;

(d) a failure by the Department to observe and perform any covenant, condition, agreement or provision (other than as specified in paragraphs (a), (b) and (c) above) that are to be observed or performed by the Department and which are contained in the Master Senior Indenture or a Supplemental Senior Indenture, which failure, except for a violation under the rate covenant set forth in the Master Senior Indenture which will be controlled by the provisions set forth therein, will continue for a period of 90 days after written notice, specifying such failure and requesting that it be remedied, will have been given to the Department by the Senior Trustee, which notice may be given at the discretion of the Senior Trustee and will be given at the written request of holders of 25% or more of the Principal Amount of the Senior Bonds then Outstanding, unless the Senior Trustee, or the Senior Trustee and holders of Senior Bonds in a Principal Amount not less than the Principal Amount of Senior Bonds the holders of which requested such notice, will agree in writing to an extension of such period prior to its expiration; provided, however, that the Senior Trustee or the Senior Trustee and the holders of such principal amount of Senior Bonds will be deemed to have agreed to an extension of such period if corrective action is initiated by the Department within such period and is being diligently pursued until such failure is corrected;

(e) bankruptcy, reorganization, arrangement, insolvency or liquidation proceedings, including without limitation proceedings under Chapter 9 or 11 of the United States Bankruptcy Code (as the same may from time to time be hereafter amended), or other proceedings for relief under any federal or state bankruptcy law or similar law for the relief of debtors are instituted by or against the Department and, if instituted against the Department, said proceedings are consented to or are not dismissed within 60 days after such institution; or

(f) the occurrence of any other Senior Event of Default as is provided in a Supplemental Senior Indenture.

Remedies.

(a) Upon the occurrence and continuance of any Senior Event of Default, the Senior Trustee in its discretion may, and upon the written direction of the holders of 25% or more of the Principal Amount of the Senior Bonds then Outstanding and receipt of indemnity to its satisfaction, will, in its own name and as the Senior Trustee of an express trust:

(i) by mandamus, or other suit, action or proceeding at law or in equity, enforce all rights of the Senior Bondholders, and require the Department to carry out any agreements with or for the benefit of the Senior Bondholders and to perform its or their duties under the Charter or any other law to which it is subject and this Indenture, provided that any such remedy may be taken only to the extent permitted under the applicable provisions of this Indenture;

(ii) bring suit upon the Senior Bonds;

(iii) commence an action or suit in equity to require the Department to account as if it were the trustee of an express trust for the Senior Bondholders; or

(iv) by action or suit in equity enjoin any acts or things which may be unlawful or in violation of the rights of the Senior Bondholders.

(b) The Senior Trustee will be under no obligation to take any action with respect to any Senior Event of Default unless the Senior Trustee has actual knowledge of the occurrence of such Senior Event of Default.

(c) Except with respect to a Credit Provider or a Liquidity Provider as provided in a Supplemental Senior Indenture or a written agreement between the Department and a Credit Provider or a Liquidity Provider, in no event, upon the occurrence and continuation of a Senior Event of Default, will the Senior Trustee, the Holders of the Senior Bonds, a Credit Provider, a Liquidity Provider or any other party have the right to accelerate the payment of principal of and interest on the Senior Bonds Outstanding.

Senior Bondholders' Right To Direct Proceedings. Anything in the Master Senior Indenture to the contrary notwithstanding, holders of not less than 51% in aggregate Principal Amount of the Senior Bonds then Outstanding will have the right, at any time, by an instrument in writing executed and delivered to the Senior Trustee, to direct the time, method and place of conducting all remedial proceedings available to the Senior Trustee under the Master Senior Indenture to be taken in connection with the enforcement of

the terms of the Master Senior Indenture or exercising any trust or power conferred on the Senior Trustee by the Master Senior Indenture; provided that such direction will not be otherwise than in accordance with the provisions of the law and the Master Senior Indenture and that there has been provided to the Senior Trustee security and indemnity satisfactory to the Senior Trustee against the costs, expenses and liabilities to be incurred as a result thereof by the Senior Trustee.

Limitation on Right To Institute Proceedings. No Senior Bondholder will have any right to institute any suit, action or proceeding in equity or at law for the execution of any trust or power under the Master Senior Indenture, or any other remedy under the Master Senior Indenture or on such Senior Bonds, unless such Senior Bondholder or Senior Bondholders previously has given to the Senior Trustee written notice of a Senior Event of Default as hereinabove provided and unless also holders of 25% or more of the Principal Amount of the Senior Bonds then Outstanding will have made written request of the Senior Trustee to do so, after the right to institute such suit, action or proceeding under the Master Senior Indenture will have accrued, and will have afforded the Senior Trustee a reasonable opportunity to proceed to institute the same in either its or their name, and unless there also will have been offered to the Senior Trustee security and indemnity satisfactory to it against the costs, expenses and liabilities to be incurred therein or thereby, and the Senior Trustee will not have complied with such request within a reasonable time; and such notification, request and offer of indemnity are hereby declared in every such case, at the option of the Senior Trustee, to be conditions precedent to the institution of such suit, action or proceeding; it being understood and intended that no one or more of the Senior Bondholders will have any right in any manner whatever by his or their action to affect, disturb or prejudice the security of the Master Senior Indenture, or to enforce any right under the Master Senior Indenture or under the Senior Bonds, except in the manner provided in the Master Senior Indenture, and that all suits, actions and proceedings at law or in equity will be instituted, had and maintained in the manner provided in the Master Senior Indenture and for the equal benefit of all Senior Bondholders.

Application of Moneys. If a Senior Event of Default has occurred and is continuing, all amounts then held or any moneys received by the Senior Trustee, by any receiver or by any Bondholder pursuant to any right given or action taken under the provisions of the Master Senior Indenture (which will not include moneys provided through a Credit Facility, which moneys will be restricted to the specific use for which such moneys were provided), after payment of the costs and expenses of the proceedings resulting in the collection of such moneys and of the expenses, liabilities and advances incurred or made by the Senior Trustee (including attorneys' fees and disbursements), will be applied as follows: (a) first, to the payment to the persons entitled thereto of all installments of interest then due on the Senior Bonds, with interest on overdue installments, if lawful, at the rate per annum as provided in any Supplemental Senior Indenture, as the case may be, in the order of maturity of the installments of such interest and, if the amount available will not be sufficient to pay in full any particular installment of interest, then to the payment ratably, according to the amounts due on such installment, and (b) second, to the payment to the persons entitled thereto of the unpaid principal amount of any of the Senior Bonds which will have become due with interest on such Senior Bonds at such rate as provided in a Supplemental Senior Indenture from the respective dates upon which they became due and, if the amount available will not be sufficient to pay in full Senior Bonds on any particular date determined to be the payment date, together with such interest, then to the payment ratably, according to the amount of principal and interest due on such date, in each case to the persons entitled thereto, without any discrimination or privilege.

Whenever moneys are to be applied pursuant to the provisions of this section, such moneys will be applied at such times, and from time to time, as the Senior Trustee will determine, having due regard to the amount of such moneys available for application and the likelihood of additional moneys becoming available for such application in the future. Whenever the Senior Trustee will apply such funds, it will fix the date (which will be an interest Payment Date unless it will deem another date more suitable) upon which such application is to be made and upon such date interest on the amounts of principal and interest to be paid on such date will cease to accrue. The Senior Trustee will give notice of the deposit with it of any such moneys and of the fixing of any such date by Mail to all Senior Bondholders and will not be required to make payment to any Senior Bondholder until such Senior Bonds will be presented to the Senior Trustee for appropriate endorsement or for cancellation if fully paid.

The Senior Trustee

Duties. If a Senior Event of Default has occurred and is continuing, the Senior Trustee will exercise its rights and powers and use the same degree of care and skill in their exercise as a prudent person would exercise or use under the circumstances in the conduct of such person's own affairs. The Senior Trustee will perform the duties set forth in the Senior Indenture and no implied duties or obligations will be read into the Senior Indenture against the Senior Trustee. Except during the continuance of a Senior Event of Default, in the absence of any negligence on its part or any knowledge to the contrary, the Senior Trustee may conclusively rely, as to the truth of the statements and the correctness of the opinions expressed, upon certificates or opinions furnished to the Senior Trustee and conforming to the requirements of the Senior Indenture. However, the Senior Trustee will examine the certificates and opinions to determine whether they conform to the requirements of the Senior Indenture.

The Senior Trustee may not be relieved from liability for its own negligent action, its own negligent failure to act or its own willful misconduct, except that: (a) the Senior Trustee will not be liable for any error of judgment made in good faith by a Responsible Officer unless the Senior Trustee was negligent in ascertaining the pertinent facts; and (b) the Senior Trustee will not be liable with respect to any action it takes or omits to take in good faith in accordance with a direction received by it from Senior Bondholders or the Department in the manner provided in the Senior Indenture.

The Senior Trustee will not, by any provision of the Senior Indenture, be required to expend or risk its own funds or otherwise incur any financial liability in the performance of any of its duties hereunder, or in the exercise of any of its rights or powers, if repayment of such funds or adequate indemnity against such risk or liability is not reasonably assured to it.

Notice of Defaults. If (i) a Senior Event of Default has occurred or (ii) an event has occurred which with the giving of notice and/or the lapse of time would be a Senior Event of Default and, with respect to such events for which notice to the Department is required before such events will become Senior Events of Default, such notice has been given, then the Senior Trustee will promptly, after obtaining actual notice of such Senior Event of Default or event described in (ii) above, give notice thereof to each Senior Bondholder. Except in the case of a default in payment or purchase on any Senior Bonds, the Senior Trustee may withhold the notice if and so long as a committee of its Responsible Officers in good faith determines that withholding the notice is in the interests of the Senior Bondholders.

Eligibility of Senior Trustee. The Senior Indenture will always have a Senior Trustee that is a trust company, banking association or a bank having the powers of a trust company and is organized and doing business under the laws of the United States or any state or the District of Columbia, is authorized to conduct trust business under the laws of the State, is subject to supervision or examination by United States, state or District of Columbia authority and has (together with its corporate parent) a combined capital and surplus of at least \$100,000,000 as set forth in its most recent published annual report of condition.

Replacement of Senior Trustee. The Senior Trustee may resign by notifying the Department in writing prior to the proposed effective date of the resignation. The holders of not less than 51% in aggregate Principal Amount of the Senior Bonds may remove the Senior Trustee by notifying the removed Senior Trustee and may appoint a successor Senior Trustee with the Department's consent. The Department may remove the Senior Trustee, by notice in writing delivered to the Senior Trustee at least 60 days prior to the proposed removal date; provided, however, that the Department will have no right to remove the Senior Trustee during any time when a Senior Event of Default has occurred and is continuing or when an event has occurred and is continuing or condition exists which with the giving of notice or the passage of time or both would be a Senior Event of Default.

No resignation or removal of the Senior Trustee will be effective until a new Senior Trustee has taken office and delivered a written acceptance of its appointment to the retiring Senior Trustee and to the Department. Immediately thereafter, the retiring Senior Trustee will transfer all property held by it as Senior Trustee to the successor Senior Trustee, the resignation or removal of the retiring Senior Trustee will then (but only then) become effective and the successor Senior Trustee will have all the rights, powers and duties of the Senior Trustee under the Senior Indenture.

If the Senior Trustee resigns or is removed or for any reason is unable or unwilling to perform its duties under the Senior Indenture, the Department will promptly appoint a successor Senior Trustee.

If a Senior Trustee is not performing its duties under the Senior Indenture and a successor Senior Trustee does not take office within 60 days after the retiring Senior Trustee delivers notice of resignation or the Department delivers notice of removal, the retiring Senior Trustee, the Department or the holders of not less than 51% in aggregate Principal Amount of the Senior Bonds may petition any court of competent jurisdiction for the appointment of a successor Senior Trustee.

Amendments and Supplements

Supplemental Senior Indentures Not Requiring Consent of Senior Bondholders. The Department may, from time to time and at any time, without the consent of or notice to the Senior Bondholders, execute and deliver Supplemental Senior Indentures supplementing and/or amending the Master Senior Indenture or any Supplemental Senior Indenture, as follows:

- (a) to provide for the issuance of a Series or multiple Series of Senior Bonds under the provisions of Master Senior Indenture and to set forth the terms of such Senior Bonds and the special provisions which will apply to such Senior Bonds;
- (b) to cure any formal defect, omission, inconsistency or ambiguity in, or answer any questions arising under, the Master Senior Indenture or any Supplemental Senior Indenture, provided such supplement or amendment is not materially adverse to the Senior Bondholders;
- (c) to add to the covenants and agreements of the Department in the Master Senior Indenture or any Supplemental Senior Indenture other covenants and agreements, or to surrender any right or power reserved or conferred upon the Department, provided such supplement or amendment will not adversely affect the interests of the Senior Bondholders;
- (d) to confirm, as further assurance, any interest of the Senior Trustee in and to the Net Pledged Revenues or in and to the funds and accounts held by the Senior Trustee or in and to any other moneys, securities or funds of the Department provided pursuant to the Master Senior Indenture or to otherwise add additional security for the Senior Bondholders;
- (e) to evidence any change made in the terms of any Series of Senior Bonds if such changes are authorized by the Supplemental Senior Indenture at the time the Series of Senior Bonds is issued and such change is made in accordance with the terms of such Supplemental Senior Indenture;
- (f) to comply with the requirements of the Trust Indenture Act of 1939, as from time to time amended, provided such supplement or amendment is not materially adverse to the Senior Bondholders;
- (g) to provide for uncertificated Senior Bonds or for the issuance of coupons and bearer Senior Bonds or Senior Bonds registered only as to principal;
- (h) to qualify the Senior Bonds or a Series of Senior Bonds for a rating or ratings by one or more of the Rating Agencies;
- (i) to accommodate the technical, operational and structural features of Senior Bonds which are issued or are proposed to be issued or of a Senior Program which has been authorized or is proposed to be authorized, including, but not limited to, changes needed to accommodate commercial paper, auction bonds, variable rate or adjustable rate bonds, discounted or compound interest bonds, swaps or other forms of indebtedness which the Department from time to time deems appropriate to incur;
- (j) to accommodate the use of a Credit Facility or Liquidity Facility for specific Senior Bonds or a specific Series of Senior Bonds, provided such supplement or amendment is not materially adverse to the Senior Bondholders;
- (k) to comply with the requirements of the Code as are necessary, in the opinion of Senior Bond Counsel, to prevent the federal income taxation of the interest on the Senior Bonds, including, without limitation, the segregation of Pledged Revenues and Net pledged Revenues into different funds; or
- (l) to modify, alter, amend or supplement this Indenture or any Supplemental Senior Indenture in any other respect which is not materially adverse to the Senior Bondholders.

Before the Department executes, pursuant to this section, any Supplemental Senior Indenture, there will be delivered to the Department and Senior Trustee an opinion of Bond Counsel to the effect that such Supplemental

Senior Indenture is authorized or permitted by the Master Senior Indenture, the Charter and, other applicable law, complies with their respective terms, will, upon the execution and delivery thereof, be valid and binding upon the Department in accordance with its terms and will not cause interest on any of the Senior Bonds which is then excluded from gross income of the recipient thereof for federal income tax purposes to be included in gross income for federal income tax purposes.

Supplemental Senior Indentures Requiring Consent of Senior Bondholders.

(a) Except for any Supplemental Senior Indenture entered into pursuant to the provisions described in “—Supplemental Senior Indentures Not Requiring Consent of Senior Bondholders” above and any Supplemental Senior Indenture entered into pursuant to (b) below, subject to the terms and provisions contained in this paragraph (a) and not otherwise, the holders of not less than 51% in aggregate Principal Amount of the Senior Bonds then Outstanding will have the right from time to time to consent to and approve the execution by the Department of any Supplemental Senior Indenture deemed necessary or desirable by the Department for the purposes of modifying, altering, amending, supplementing or rescinding, in any particular, any of the terms or provisions contained in the Master Senior Indenture or in a Supplemental Senior Indenture; provided, however, that, unless approved in writing by the holders of all the Senior Bonds then Outstanding or unless such change affects less than all Series of Senior Bonds and the following subsection (b) is applicable, nothing contained in the Master Senior Indenture will permit, or be construed as permitting, (i) a change in the scheduled times, amounts or currency of payment of the principal of, interest on or Accreted Value of any Outstanding Senior Bonds or (ii) a reduction in the principal amount or redemption price of any Outstanding Senior Bonds or the rate of interest thereon; and provided that nothing contained in the Master Senior Indenture, including the provisions of (b) below, will, unless approved in writing by the holders of all the Senior Bonds then Outstanding, permit or be construed as permitting (iii) the creation of a lien (except as expressly permitted by the Master Senior Indenture) upon or pledge of the Pledged Revenues created by the Master Senior Indenture, ranking prior to or on a parity with the claim created by the Master Senior Indenture, (iv) except with respect to additional security which may be provided for a particular Series of Senior Bonds, a preference or priority of any Senior Bond or Senior Bonds over any other Senior Bond or Senior Bonds with respect to the security granted therefor under the Granting Clauses of the Master Senior Indenture, or (v) a reduction in the aggregate Principal Amount of Senior Bonds the consent of the Senior Bondholders of which is required for any such Supplemental Senior Indenture. Nothing contained in the Master Senior Indenture, however, will be construed as making necessary the approval by Senior Bondholders of the execution of any Supplemental Senior Indenture as authorized in to “—Supplemental Senior Indentures Not Requiring Consent of Senior Bondholders” above, including the granting, for the benefit of particular Series of Senior Bonds, security in addition to the pledge of the Pledged Revenues.

(b) The Department may, from time to time and at any time, execute a Supplemental Senior Indenture which amends the provisions of an earlier Supplemental Senior Indenture under which a Series or multiple Series of Senior Bonds were issued. If such Supplemental Senior Indenture is executed for one of the purposes described under “—Supplemental Senior Indentures Not Requiring Consent of Senior Bondholders” above, no notice to or consent of the Senior Bondholders will be required. If such Supplemental Senior Indenture contains provisions which affect the rights and interests of less than all Series of Senior Bonds Outstanding and the provisions described under “—Supplemental Senior Indentures Not Requiring Consent of Senior Bondholders” above are not applicable, then this subsection (b) rather than subsection (a) above will control and, subject to the terms and provisions contained in this subsection (b) and not otherwise, the holders of not less than 51% in aggregate Principal Amount of the Senior Bonds of all Series which are affected by such changes will have the right from time to time to consent to any Supplemental Senior Indenture deemed necessary or desirable by the Department for the purposes of modifying, altering, amending, supplementing or rescinding, in any particular, any of the terms or provisions contained in such Supplemental Senior Indenture and affecting only the Senior Bonds of such Series; provided, however, that, unless approved in writing by the holders of all the Senior Bonds of all the affected Series then Outstanding, nothing contained in the Master Senior Indenture will permit, or be construed as permitting, (i) a change in the scheduled times, amounts or currency of payment of the principal of, interest on or Accreted Value of any Outstanding Senior Bonds of such Series or (ii) a reduction in the principal amount or redemption price of any Outstanding Senior Bonds of such Series or the rate of interest thereon. Nothing contained in the Master Senior Indenture, however, will be construed

as making necessary the approval by Senior Bondholders of the adoption of any Supplemental Senior Indenture as authorized pursuant to the provisions as described under “—Supplemental Senior Indentures Not Requiring Consent of Senior Bondholders” above, including the granting, for the benefit of particular Series of Senior Bonds, security in addition to the pledge of the Pledged Revenues.

Rights of Credit Provider

The Master Senior Indenture provides that if a Credit Facility is provided for a Series of Senior Bonds or for specific Senior Bonds, the Department may in the Supplemental Senior Indenture under which such Senior Bonds are issued, provide any or all of the following rights to the Credit Provider as the Department will deem to be appropriate: (a) the right to make requests of, direct or consent to the actions of the Senior Trustee or to otherwise direct proceedings all as provided in the Master Senior Indenture to the same extent and in place of the owners of the Senior Bonds which are secured by the Credit Facility and for such purposes the Credit Provider will be deemed to be the Bondholder of such Senior Bonds; (b) the right to act in place of the owners of the Senior Bonds which are secured by the Credit Facility for purposes of removing a Senior Trustee or appointing a Senior Trustee under the Senior Indenture; and (c) the right to consent to Supplemental Senior Indentures, which would otherwise require the consent of the holders of not less than 51% of the aggregate Principal Amount of the Senior Bonds, entered into pursuant to the provisions described in “—Amendments and Supplements—Supplemental Senior Indentures Requiring Consent of Senior Bondholders” above, except with respect to any amendments described in clauses (a)(i) through (v) and clauses (b)(i) or (ii) described in “—Amendments and Supplements—Supplemental Senior Indentures Requiring Consent of Senior Bondholders” above, which consent of the actual Senior Bondholders will still be required, to the same extent and in place of the owners of the Senior Bonds which are secured by the Credit Facility and for such purposes the Credit Provider will be deemed to be the Bondholder of such Senior Bonds.

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APPENDIX C-3

SUMMARY OF THE NINETEENTH SUPPLEMENTAL SENIOR INDENTURE

In addition to certain information contained under the captions “DESCRIPTION OF THE SERIES 2018B SENIOR BONDS” and “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS” in the forepart of this Official Statement, the following is a summary of certain provisions of the Nineteenth Supplemental Senior Indenture. Such summary is only a brief description of limited provisions of such document and is qualified in its entirety by reference to the full text of the Nineteenth Supplemental Senior Indenture.

Terms of the Bonds

The Nineteenth Supplemental Senior Indenture sets forth the terms of the Series 2018B Senior Bonds, most of which terms are described in the forepart of this Official Statement under “DESCRIPTION OF THE SERIES 2018B SENIOR BONDS.”

Establishment of Funds and Accounts

Pursuant to the Nineteenth Supplemental Senior Indenture the Senior Trustee will establish and maintain the following funds and accounts: the Series 2018B Senior Debt Service Fund, (and within such Series 2018B Senior Debt Service Fund, an Interest Account, a Principal Account and a Redemption Account), the Series 2018B Senior Costs of Issuance Fund, the Series 2018B Senior Reserve Account to be established in the Senior Reserve Fund and the Series 2018B Senior Rebate Fund.

Series 2018B Senior Debt Service Fund. The Senior Trustee will deposit in the Interest Account of the Series 2018B Senior Debt Service Fund amounts received from the Department, as provided in the Master Senior Indenture, to be used to pay interest on the Series 2018B Senior Bonds. The Senior Trustee will also deposit into the Interest Account of the Series 2018B Senior Debt Service Fund any other amounts deposited with the Senior Trustee for deposit in the Interest Account or transferred from other funds and accounts for deposit therein. Earnings on the Interest Account will be withdrawn and paid to the Department on the Business Day following an Interest Payment Date for deposit into the LAX Revenue Account, unless a Senior Event of Default exists under the Master Senior Indenture, in which event the earnings will be retained in such account.

The Senior Trustee will deposit into the Principal Account of the Series 2018B Senior Debt Service Fund amounts received from the Department to be used to pay principal of the Series 2018B Senior Bonds at maturity or mandatory sinking fund redemption, if any. The Senior Trustee will also deposit into the Principal Account of the Series 2018B Senior Debt Service Fund any other amounts deposited with the Senior Trustee for deposit into the Principal Account or transferred from other funds and accounts for deposit therein. Earnings on the Principal Account will be withdrawn and paid to the Department on the Business Day following an principal Payment Date for deposit into the LAX Revenue Account, unless a Senior Event of Default exists under the Master Senior Indenture, in which event the earnings will be retained in such account.

The Senior Trustee will deposit into the Redemption Account of the Series 2018B Senior Debt Service Fund amounts received from the Department or from other sources to be used to pay principal of and interest on the Series 2018B Senior Bonds which are to be redeemed in advance of their maturity (except redemptions occurring as a result of the operation of mandatory sinking fund redemption, if any). Earnings on the Redemption Account will be retained in such account or paid to the Department for deposit into the LAX Revenue Account in accordance with instructions given to the Senior Trustee by an Authorized Representative at the time of such deposit.

The Series 2018B Senior Debt Service Fund will be invested and reinvested in Senior Permitted Investments as directed by an Authorized Representative.

Series 2018B Senior Costs of Issuance Fund. The proceeds of the Series 2018B Senior Bonds deposited into the Series 2018B Senior Costs of Issuance Fund will be disbursed by the Senior Trustee, from time to time, to pay costs of issuance of the Series 2018B Senior Bonds. Amounts in the Series 2018B Senior Costs of Issuance Fund will be invested and reinvested in Senior Permitted Investments as directed by the Department and the earnings upon such accounts will be credited to such fund.

Senior Reserve Fund and Series 2018B Senior Reserve Account. For a description of the Senior Reserve Fund, see “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS—Senior Reserve Fund” in the forepart of this Official Statement.

Series 2018B Senior Rebate Fund. The Nineteenth Supplemental Senior Indenture creates the Series 2018B Senior Rebate Fund for the Series 2018B Senior Bonds established for the purpose of complying with certain provisions of the Code which require that the Department pay to the United States of America the excess, if any, of the amounts earned on certain funds held by the Senior Trustee with respect to the Series 2018B Senior Bonds over the amounts which would have been earned on such funds if such funds earned interest at a rate equal to the yield on the Series 2018B Senior Bonds. Such excess is to be deposited into the Series 2018B Senior Rebate Fund and periodically paid to the United States of America. The Series 2018B Senior Rebate Fund while held by the Senior Trustee is held in trust for the benefit of the United States of America and is not pledged as security for nor available to make payment on the Series 2018B Senior Bonds.

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APPENDIX C-4

SUMMARY OF THE MASTER SUBORDINATE INDENTURE

In addition to certain information contained under the caption “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2018B SENIOR BONDS” in the forepart of this Official Statement, the following is a summary of certain provisions of the Master Subordinate Indenture. Such summary is only a brief description of limited provisions of such document and is qualified in its entirety by reference to the full text of the Master Subordinate Indenture.

Grant to Secure Subordinate Obligations; Pledge of Subordinate Pledged Revenues

To secure the payment of the interest, principal and premium, if any, on the Subordinate Obligations and the performance and observance by the Department of all the covenants, agreements and conditions expressed or implied in the Master Subordinate Indenture or contained in the Subordinate Obligations, the Department has pledged and assigned to the Subordinate Trustee and granted to the Subordinate Trustee a lien on and security interest in all right, title and interest of the Department in and to all of the following and provided that such lien and security interest will be prior in right to any other pledge, lien or security interest created by the Department in the following: (a) the Subordinate Pledged Revenues, (b) all moneys and securities (excluding moneys and securities on deposit in any Subordinate Rebate Fund) held from time to time by the Subordinate Trustee under the Subordinate Indenture, and to the extent provided in any Supplemental Subordinate Indenture moneys and securities held in any Subordinate Construction Fund whether or not held by the Subordinate Trustee, (c) earnings on amounts included in provisions (a) and (b) of this Granting Clause, and (d) any and all other funds, assets, rights, property or interests therein, of every kind or description which may from time to time hereafter, by delivery or by writing of any kind, be sold, transferred, conveyed, assigned, pledged, mortgaged, granted or delivered to or deposited with the Subordinate Trustee as additional security under the Master Subordinate Indenture, for the equal and proportionate benefit and security of all Subordinate Obligations, all of which, regardless of the time or times of their authentication and delivery or maturity, will, with respect to the security provided by this Granting Clause, be of equal rank without preference, priority or distinction as to any Subordinate Obligation over any other Subordinate Obligation or Subordinate Obligations, except as to the timing of payment of the Subordinate Obligations. Any Subordinate Debt Service Reserve Fund and any Subordinate Debt Service Reserve Fund Surety Policy, provided at any time in satisfaction of all or a portion of the Subordinate Reserve Requirement and any other security, Liquidity Facility or Credit Facility provided for specific Subordinate Obligations, a specific Series of Subordinate Obligations or one or more Series of Subordinate Obligations may, as provided by a Supplemental Subordinate Indenture, secure only such specific Subordinate Obligations, Series of Subordinate Obligations or one or more Series of Subordinate Obligations and, therefore, will not be included as security for all Subordinate Obligations under the Master Subordinate Indenture unless otherwise provided by a Supplemental Subordinate Indenture and moneys and securities held in trust as provided in the Master Subordinate Indenture exclusively for Subordinate Obligations which have become due and payable and moneys and securities which are held exclusively to pay Subordinate Obligations which are deemed to have been paid under the Master Subordinate Indenture will be held solely for the payment of such specific Subordinate Obligations. All amounts held in the funds and accounts created under the Senior Indenture will not be included as security for any Subordinate Obligations under the Master Subordinate Indenture.

Additional Subordinate Obligations

Additional Subordinate Obligations may be issued under the Master Subordinate Indenture on a parity with the Subordinate Obligations provided, among other things, there is delivered to the Subordinate Trustee either:

- (a) a certificate, dated as of a date between the date of pricing of the Subordinate Obligations being issued and the date of delivery of such Subordinate Obligations (both dates inclusive), prepared by an Authorized Representative showing that the Subordinate Pledged Revenues, together with any Transfer, for any 12 consecutive months out of the most recent 18 consecutive months immediately preceding the date of issuance of the proposed Subordinate Obligations or preceding the first issuance of the proposed Subordinate Program Obligations were at least equal to 115% of Subordinate Maximum Aggregate Annual Debt Service with respect to all Outstanding Subordinate Obligations, Unissued Subordinate Program Obligations, and the proposed Subordinate Obligations, calculated as if the proposed Subordinate Obligations and the full Subordinate Authorized Amount of such proposed Subordinate Program Obligations (as applicable) were then Outstanding; or

(b) a certificate, dated as of a date between the date of pricing of the Subordinate Obligations being issued and the date of delivery of such Subordinate Obligations (both dates inclusive), prepared by a Consultant showing that:

(i) the Subordinate Pledged Revenues, together with any Transfer, for the last audited Fiscal Year or for any 12 consecutive months out of the most recent 18 consecutive months immediately preceding the date of issuance of the proposed Subordinate Obligations or the establishment of a Subordinate Program, were at least equal to 115% of the sum of the Subordinate Annual Debt Service due and payable with respect to all Outstanding Subordinate Obligations (not including the proposed Subordinate Obligations or the proposed Subordinate Program Obligations) for such Fiscal Year or other applicable period; and

(ii) for the period from and including the first full Fiscal Year following the issuance of such proposed Subordinate Obligations during which no interest on such Subordinate Obligations is expected to be paid from the proceeds thereof through and including the later of: (A) the fifth full Fiscal Year following the issuance of such Subordinate Obligations, or (B) the third full Fiscal Year during which no interest on such Subordinate Obligations is expected to be paid from the proceeds thereof, the estimated Subordinate Pledged Revenues, together with any estimated Transfer, for each such Fiscal Year, will be at least equal to 115% of the Subordinate Aggregate Annual Debt Service for each such Fiscal Year with respect to all Outstanding Subordinate Obligations, Unissued Subordinate Program Obligations and the proposed Subordinate Obligations calculated as if the proposed Subordinate Obligations and the full Subordinate Authorized Amount of such proposed Subordinate Program Obligations (as applicable) were then Outstanding.

For purposes of subparagraphs (a) and (b) above, the amount of any Transfer taken into account cannot exceed 15% of the Subordinate Annual Debt Service or Subordinate Aggregate Annual Debt Service, as applicable, on the Outstanding Subordinate Obligations, Unissued Program Subordinate Obligations, the proposed Subordinate Obligations and the full Subordinate Authorized Amount of such proposed Subordinate Program Obligations, as applicable, for such applicable Fiscal Year or such other applicable period.

For purposes of subparagraph (b)(ii) above, in estimating Subordinate Pledged Revenues, the Consultant may take into account (1) Pledged Revenues from Specified LAX Projects or LAX Airport Facilities reasonably expected to become available during the period for which the estimates are provided, (2) any increase in fees, rates, charges, rentals or other sources of Pledged Revenues which have been approved by the Board and will be in effect during the period for which the estimates are provided, (3) any other increases in Pledged Revenues which the Consultant believes to be a reasonable assumption for such period. With respect to LAX Maintenance and Operation Expenses, the Consultant may use such assumptions as the Consultant believes to be reasonable, taking into account: (i) historical LAX Maintenance and Operation Expenses, (ii) LAX Maintenance and Operation Expenses associated with the Specified LAX Projects and any other new LAX Airport Facilities, and (iii) such other factors, including inflation and changing operations or policies of the Board, as the Consultant believes to be appropriate. The Consultant will include in the certificate or in a separate accompanying report a description of the assumptions used and the calculations made in determining the estimated Subordinate Pledged Revenues and will also set forth the calculations of Subordinate Aggregate Annual Debt Service, which calculations may be based upon information provided by another Consultant.

For purposes of preparing the certificate or certificates described above, the Consultant or Consultants or the Authorized Representative may rely upon financial statements prepared by the Department which have not been subject to audit by an independent certified public accountant if audited financial statements for the Fiscal Year or period are not available; provided, however, that an Authorized Representative certifies as to their accuracy and that such financial statements were prepared substantially in accordance with generally accepted accounting principles, subject to year-end adjustments.

Neither of the certificates described above under subparagraphs (a) or (b) will be required:

(1) if the Subordinate Obligations being issued are for the purpose of refunding then Outstanding Subordinate Obligations and there is delivered to the Subordinate Trustee, instead, a certificate of the Authorized Representative showing that the Subordinate Aggregate Annual Debt Service for each Fiscal Year after the issuance of such Refunding Subordinate Obligations will not exceed the Subordinate

Aggregate Annual Debt Service for each Fiscal Year prior to the issuance of such Refunding Subordinate Obligations;

(2) if the Subordinate Obligations being issued constitute Subordinate Notes and there is delivered to the Subordinate Trustee, instead, a certificate prepared by an Authorized Representative showing that the principal amount of the proposed Subordinate Notes being issued, together with the principal amount of any Subordinate Notes then Outstanding, does not exceed 10% of the Subordinate Pledged Revenues for any 12 consecutive months out of the most recent 24 months immediately preceding the issuance of the proposed Subordinate Notes and there is delivered to the Subordinate Trustee a certificate of an Authorized Representative setting forth calculations showing that for each of the Fiscal Years during which the Subordinate Notes will be Outstanding, and taking into account the debt service becoming due on such Subordinate Notes, the Department will be in compliance with the rate covenant under the Master Subordinate Indenture (as described above under “—Subordinate Rate Covenant”); or

(3) if the Subordinate Obligations being issued are to pay costs of completing a Specified LAX Project for which Subordinate Obligations have previously been issued and the principal amount of such Subordinate Obligations being issued for completion purposes does not exceed an amount equal to 15% of the principal amount of the Subordinate Obligations originally issued for such Specified LAX Project and reasonably allocable to the Specified LAX Project to be completed as shown in a written certificate of an Authorized Representative and there is delivered to the Subordinate Trustee (i) a Consultant’s certificate stating that the nature and purpose of such Specified LAX Project has not materially changed and (ii) a certificate of an Authorized Representative to the effect that (A) all of the proceeds (including investment earnings on amounts in the construction fund allocable to such Specified LAX Project) of the original Subordinate Obligations issued to finance such Specified LAX Project have been or will be used to pay costs of the Specified LAX Project, (B) the then estimated costs of the Specified LAX Project exceed the sum of the costs of the Specified LAX Project already paid plus moneys available in the construction fund established for the Specified LAX Project (including unspent proceeds of the Subordinate Obligations previously issued for such purpose), and (C) the proceeds to be received from the issuance of such Subordinate Obligations plus moneys available in the construction fund established for the Specified LAX Project (including unspent proceeds of the Subordinate Obligations previously issued for such purpose) will be sufficient to pay the remaining estimated costs of the Specified LAX Project.

Subordinate Repayment Obligations Afforded Status of Subordinate Obligations

If a Credit Provider or Liquidity Provider makes payment of principal and/or interest on a Subordinate Obligation or advances funds to purchase or provide for the purchase of Subordinate Obligations and is entitled to reimbursement thereof, pursuant to a separate written agreement with the Department, but is not reimbursed, the Department’s Subordinate Repayment Obligation under such written agreement may, if so provided in the written agreement, be afforded the status of a Subordinate Obligation issued under the Master Subordinate Indenture, and, if afforded such status, the Credit Provider or Liquidity Provider will be the Holder of such Subordinate Obligation, and such Subordinate Obligation will be deemed to have been issued at the time of the original Subordinate Obligation for which the Credit Facility or Liquidity Facility was provided and will not be subject to the additional bonds test set forth in the Master Subordinate Indenture; provided, however, the payment terms of the Subordinate Obligation held by the Credit Provider or Liquidity Provider hereunder will be as follows (unless otherwise provided in the Supplemental Subordinate Indenture pursuant to which the Subordinate Obligations are issued or in the agreement with the Credit Provider or Liquidity Provider): (a) interest will be due and payable semiannually and (b) principal will be due and payable not less frequently than annually and in such annual amounts as to amortize the principal amount thereof in (i) 30 years or, if shorter, (ii)(A) a term extending to the maturity date of the enhanced Subordinate Obligations or (B) if later, the final maturity of the Subordinate Repayment Obligation under the written agreement, and providing substantially level annual debt service payments, using the rate of interest set forth in the written repayment agreement which would apply to the Subordinate Repayment Obligation as of the date such amortization schedule is fixed. The principal amortized as described in the prior sentence will bear interest in accordance with the terms of the Subordinate Repayment Obligation. Any amount which comes due on the Subordinate Repayment Obligation by its terms and which is in excess of the amount treated as principal of and interest on a Subordinate Obligation will be payable from Pledged Revenues on a basis subordinate to the payment and/or funding of LAX Maintenance and Operation Expenses, Senior Bonds, any reserve funds established with respect to Senior Bonds, Subordinate Obligations and any reserve funds established with respect to Subordinate Obligations (including the Subordinate Reserve Fund and any other Subordinate Debt Service Reserve Fund). This

provision will not defeat or alter the rights of subrogation which any Credit Provider or Liquidity Provider may have under law or under the terms of any Supplemental Subordinate Indenture. The Subordinate Trustee may conclusively rely on a written certification by the Credit Provider or Liquidity Provider of the amount of such non-reimbursement and that such Subordinate Repayment Obligation is to be afforded the status of a Subordinate Obligation under the Master Subordinate Indenture.

Obligations Under Subordinate Qualified Swap; Non-Qualified Swap

The obligation of the Department to make Regularly Scheduled Swap Payments under a Subordinate Qualified Swap with respect to a Series of Subordinate Obligations may be on a parity with the obligation of the Department to make payments with respect to such Series of Subordinate Obligations and other Subordinate Obligations under the Master Subordinate Indenture, except as otherwise provided by Supplemental Subordinate Indenture and elsewhere in the Master Subordinate Indenture with respect to any Subordinate Swap Termination Payments. The Department may provide in any Supplemental Subordinate Indenture that Regularly Scheduled Swap Payments under a Subordinate Qualified Swap will be secured by a pledge of or lien on the Subordinate Pledged Revenues on a parity with the Subordinate Obligations of such Series and all other Subordinate Obligations, regardless of the principal amount, if any, of the Subordinate Obligations of such Series remaining Outstanding. The Subordinate Trustee will take all action consistent with the other provisions of the Master Subordinate Indenture as will be requested in writing by the Subordinate Qualified Swap Provider necessary to preserve and protect such pledge, lien and assignment and to enforce the obligations of the Department with respect thereto. In the event the action requested to be taken pursuant to the preceding sentence will require the Subordinate Trustee either to exercise the remedies granted in the Master Subordinate Indenture or to institute any action, suit or proceeding in its own name, the Subordinate Qualified Swap Provider will provide to the Subordinate Trustee reasonable security and indemnity against the costs, expenses and liabilities to be incurred in connection therewith.

In the event that a Subordinate Swap Termination Payment or any other amounts other than as described in the previous paragraph are due and payable by the Department under a Subordinate Qualified Swap, such Subordinate Swap Termination Payment and any such other amounts will, unless otherwise provided in a Supplemental Subordinate Indenture, constitute an obligation of the Department payable from Pledged Revenues after its obligations to pay and/or fund LAX Maintenance and Operation Expenses, Senior Bonds, any reserve funds established with respect to Senior Bonds, Subordinate Obligations and any reserve funds established with respect to Subordinate Obligations (including the Subordinate Reserve Fund and any other Subordinate Debt Service Reserve Fund).

Obligations of the Department to make payments, including termination payments, under a Non-Qualified Swap will, unless otherwise provided in a Supplemental Subordinate Indenture, constitute an obligation of the Department payable from Pledged Revenues after its obligations to pay and/or fund LAX Maintenance and Operation Expenses, Senior Bonds, any reserve funds established with respect to Senior Bonds, Subordinate Obligations and any reserve funds established with respect to Subordinate Obligations (including the Subordinate Reserve Fund and any other Subordinate Debt Service Reserve Fund).

Deposits and Withdrawals from the Subordinate Debt Service Funds

Deposits into the Subordinate Debt Service Funds. The Subordinate Trustee will, at least fifteen Business Days prior to each Payment Date on any Subordinate Obligation, give the Department notice by telephone, promptly confirmed in writing, of the amount, after taking into account Subordinate Capitalized Interest, if any, on deposit in the Subordinate Debt Service Funds, required to be deposited with the Subordinate Trustee to make each required payment of principal and interest due on such Payment Date. With respect to any Series of Subordinate Obligations, the Supplemental Subordinate Indenture under which such Subordinate Obligations are issued may provide for different times and methods of notifying the Department of payment dates and amounts to accommodate the specific provisions of such Series and, in such event, the terms of such Supplemental Subordinate Indenture will control.

So long as any of the Subordinate Obligations are Outstanding, the Authorized Representative will deliver to the Treasurer, at least ten Business Days prior to each Payment Date, as to each Series of Subordinate Obligations Outstanding, a written demand authenticated by the signature of the Chief Financial Officer requesting that the Treasurer, not later than five Business Days prior to each Payment Date, transfer from the LAX Revenue Account to the Subordinate Trustee for deposit in the Subordinate Debt Service Funds established in respect of each Series of Outstanding Subordinate Obligations the full amount required to pay the principal of and/or interest on Subordinate Obligations of that Series due on such Payment Date.

On any day on which the Subordinate Trustee receives funds from the Treasurer to be used to pay principal of or interest on Subordinate Obligations, the Subordinate Trustee will, if the amount received is fully sufficient to pay all amounts of principal and interest then due or becoming due on the next Payment Date, deposit such amounts into the respective Subordinate Debt Service Funds for the Series of Subordinate Obligations for which such payments were made and any excess funds will be applied to pay all amounts of principal and interest becoming due on any subsequent Payment Dates. Notwithstanding any of the foregoing provisions of this paragraph, no amount need be transferred from LAX Revenue Account or otherwise deposited into any Subordinate Debt Service Fund for any Series of Subordinate Obligations for the payment of principal or interest, respectively, if the amount already on deposit therein and available for such purpose is sufficient to pay in full the amount of principal and/or interest, respectively, coming due on such Subordinate Obligations on the next succeeding Payment Date.

The Department may provide in any Supplemental Subordinate Indenture that, as to any Series of Subordinate Obligations Outstanding, any amounts required to be transferred to and paid into a Subordinate Debt Service Fund may be prepaid, in whole or in part, by being earlier transferred to and paid into that Subordinate Debt Service Fund, and in that event any subsequently scheduled transfer, or any part thereof, which has been so prepaid need not be made at the time appointed therefor. In any Supplemental Subordinate Indenture, the Department may provide that moneys in the redemption account allocable to sinking fund installment payments of a Series may, at the discretion of the Department, be applied to the purchase and cancellation of such Series (a price not greater than par) prior to notice of redemption of such Series. Such Subordinate Obligations so delivered or previously redeemed or purchased at the direction of the Department will be credited by the Subordinate Trustee at the principal amount thereof to the next scheduled sinking installment payments on Subordinate Obligations of such Series and any excess over the sinking installment payment deposit required on that date will be credited against future sinking installment deposits in such manner and order as the Department may determine in its discretion, and the scheduled principal amount of the Subordinate Obligations to be redeemed by operation of such sinking installment payments will be accordingly modified in such manner as the Department may determine and as specified to the Subordinate Trustee in writing.

Money set aside and placed in a Subordinate Debt Service Fund for any Series of Subordinate Obligations will remain therein from time to time expended for the aforesaid purposes thereof and will not be used for any other purpose whatsoever, except that any such money so set aside and placed in a Subordinate Debt Service Fund may be temporarily invested as provided in the Master Subordinate Indenture, but such investment will not affect the obligation of the Department to cause the full amount required by the terms of this Section to be available in a Subordinate Debt Service Fund at the time required to meet payments of principal of and interest on Subordinate Obligations of the Series for which it is accumulated. Earnings on such investments upon written request of the Department may be transferred into the LAX Revenue Account, except that during the continuation of a Subordinate Event of Default, such earnings will remain in the Subordinate Debt Service Funds created under the respective Supplemental Subordinate Indentures.

Each Subordinate Debt Service Fund established to pay principal of and interest on any Series of Subordinate Obligations will be held by the Subordinate Trustee or any agent of the Subordinate Trustee, and amounts to be used to pay principal and interest on such Series, as received by the Subordinate Trustee or its agent, will be deposited therein and used for such purpose. Accounts and subaccounts will be created by the Subordinate Trustee or any agent of the Subordinate Trustee in the various Subordinate Debt Service Funds as requested in writing by the Authorized Representative and will be held by the Subordinate Trustee or such agents as will be provided by the Supplemental Subordinate Indenture.

The moneys in each Subordinate Debt Service Fund established for any issue, Series will be held in trust and applied as provided in the Master Subordinate Indenture and in the Supplemental Subordinate Indenture, and pending the application of such amounts in accordance with the Master Subordinate Indenture and with the provisions of such Supplemental Subordinate Indenture will be subject to a lien on and security interest in favor of the holders of the Outstanding Subordinate Obligations of such Series.

Withdrawals From Subordinate Debt Service Funds. On each Payment Date for any Outstanding Subordinate Obligations, the Subordinate Trustee will pay to the Owners of the Subordinate Obligations of a given Series from the appropriate Subordinate Debt Service Fund or Subordinate Debt Service Funds, an amount equal to the principal and interest becoming due on such Series of Subordinate Obligations.

On or before a mandatory redemption date from sinking installment payments for Term Subordinate Obligations of a Series of Subordinate Obligations, the Subordinate Trustee will transfer from the Subordinate Debt

Service Fund to the redemption account for such Series an amount which, together with amounts on deposit therein and available for such purpose, is sufficient to make the sinking installment payment due on such mandatory redemption date. On each date on which Term Subordinate Obligations of a Series are to be mandatorily redeemed from sinking installment payments, the Subordinate Trustee will pay to the Owners of Subordinate Obligations of such Series from the Redemption Account for such Series, an amount equal to the amount of interest and the principal amount of Term Subordinate Obligations of such Series to be mandatorily redeemed on such date.

On each date on which Subordinate Obligations of any Series will otherwise become subject to optional or mandatory redemption (other than from sinking installment payments) in accordance with the provisions of any Supplemental Subordinate Indenture, the Subordinate Trustee will pay to the Owners of such Subordinate Obligations from the redemption account, an amount of interest and principal, and premium, if any, on such Subordinate Obligations to be mandatorily or optionally redeemed on said date. On or before such redemption date, in accordance with the Supplemental Subordinate Indenture pursuant to which such Subordinate Obligations are issued, the Department will have or will have caused to be deposited in the redemption account for such Series, an amount which, together with amounts on deposit therein and available for such purpose, is sufficient to pay the redemption price of such Subordinate Obligations on such redemption date.

The payments made by the Subordinate Trustee in this section will be made solely to the extent that moneys are on deposit in the appropriate Subordinate Debt Service Fund.

All money remaining in a Subordinate Debt Service Fund on the final Payment Date, in excess of the amount required to make provisions for the payment in full of the interest and/or the principal of the Subordinate Obligations of the Series for which that Subordinate Debt Service Fund was established or the payment of amounts required to be rebated, pursuant to the Code, to the United States of America with respect to Subordinate Obligations of that Series, will be returned to the Department and deposited by the Department in the LAX Revenue Account.

The Subordinate Trustee will, at least two Business Days prior to each Payment Date on any Subordinate Obligation, or as otherwise directed in any Supplemental Subordinate Indenture, give the Chief Financial Officer notice by telephone, promptly confirmed in writing, of any additional amount required to be deposited with the Subordinate Trustee to pay the amount required to be paid on such Payment Date in respect of such Subordinate Obligation, in the event the amount then on deposit in any Subordinate Debt Service Fund is insufficient to pay the amounts due on any Series of Subordinate Obligations on such Payment Date. With respect to any Series of Subordinate Obligations, the Supplemental Subordinate Indenture under which such Subordinate Obligations are issued may provide for different times and methods of notifying the Department of payment dates and amounts to accommodate the specific provisions of such Series and, in such event, the terms of such Supplemental Subordinate Indenture will control.

If, on any Payment Date, the Subordinate Trustee does not have sufficient amounts in the Subordinate Debt Service Funds (without regard to any amounts which may be available in the Subordinate Reserve Fund or any other Subordinate Debt Service Reserve Fund) to pay in full with respect to Subordinate Obligations of all Series all amounts of principal and/or interest due on such date, the Subordinate Trustee will allocate the total amount which is available to make payment on such day (without regard to any amounts in the Subordinate Reserve Fund or any other Subordinate Debt Service Reserve Fund) as follows: first, to the payment of past due interest on Subordinate Obligations of any Series, in the order in which such interest came due, then to the payment of past due principal on Subordinate Obligations of any Series, in the order in which such principal came due, then to the payment of interest then due and payable on the Subordinate Obligations of each Series due on such Payment Date and, if the amount available will not be sufficient to pay in full all interest on the Subordinate Obligations then due, then pro rata among the Series according to the amount of interest then due and second to the payment of principal then due on the Subordinate Obligations and, if the amount available will not be sufficient to pay in full all principal on the Subordinate Obligations then due, then pro rata among the Series according to the Principal Amount then due on the Subordinate Obligations.

If the Subordinate Reserve Fund or any other Subordinate Debt Service Reserve Funds (or a Credit Facility provided in lieu thereof) have been used to make payments on Subordinate Obligations secured thereby, then the Department may be required by a Supplemental Subordinate Indenture to replenish the Subordinate Reserve Fund or such other Subordinate Debt Service Reserve Fund or reimburse the Credit Provider from Subordinate Pledged Revenues provided that (a) no amount from Subordinate Pledged Revenues may be used for such purpose until all payments of principal of and interest on all Subordinate Obligations which have become due and payable have been

paid in full, (b) the required payments to replenish the Subordinate Reserve Fund or any other Subordinate Debt Service Reserve Fund or reimburse the Credit Provider will be due in no more than twelve (12) substantially equal monthly installments commencing in the month following any such withdrawal and (c) if the aggregate amount of payments due on any date to replenish the Subordinate Reserve Fund or such other Subordinate Debt Service Reserve Fund exceeds the amount available for such purpose, the payments made to the Subordinate Trustee for such purpose will be allocated among the Subordinate Reserve Fund or the various Subordinate Debt Service Reserve Funds pro rata on the basis of the Outstanding Principal Amount of Subordinate Obligations secured thereby.

Notwithstanding the foregoing, the Department may, in the Supplemental Subordinate Indenture authorizing such Series of Subordinate Obligations, provide for different provisions and timing of deposits with the Subordinate Trustee and different methods of paying principal of or interest on such Subordinate Obligations depending upon the terms of such Subordinate Obligations and may provide for payment through a Credit Facility with reimbursement to the Credit Provider from the respective Subordinate Debt Service Fund created for the Series of Subordinate Obligations for which such Credit Facility is provided.

If the Subordinate Pledged Revenues are at any time insufficient to make the deposits required to make payments on the Subordinate Obligations, the Department may, at its election, pay to the Subordinate Trustee funds from any available sources with the direction that such funds be deposited into the Subordinate Debt Service Funds or into a specified account or accounts or subaccount or subaccounts therein.

Additional Security

The pledge of Subordinate Pledged Revenues and the other security provided in the Granting Clauses of the Master Subordinate Indenture, secure all Subordinate Obligations issued under the terms of the Master Subordinate Indenture on an equal and ratable basis, except as to the timing of such payments. The Department may, however, in its discretion, provide additional security or credit enhancement for specified Subordinate Obligations or Series of Subordinate Obligations with no obligation to provide such additional security or credit enhancement to other Subordinate Obligations.

Payment of Principal and Interest

The Department covenants and agrees that it will duly and punctually pay or cause to be paid from the Subordinate Pledged Revenues and to the extent thereof the principal of, premium, if any, and interest on every Subordinate Obligation at the place and on the dates and in the manner set forth herein, and in the Supplemental Subordinate Indentures and in the Subordinate Obligations specified, according to the true intent and meaning thereof, and that it will faithfully do and perform all covenants and agreements in the Master Subordinate Indenture and in the Subordinate Obligations contained, provided that the Department's obligation to make payments of the principal of, premium, if any, and interest on the Subordinate Obligations will be limited to payment from the Subordinate Pledged Revenues, the funds and accounts pledged therefor in the Granting Clauses of the Master Subordinate Indenture and any other source which the Department may specifically provide for such purpose and no Holder will have any right to enforce payment from any other funds of the Department.

Subordinate Rate Covenant

The Department has covenanted in the Master Subordinate Indenture to fulfill the following requirements:

(a) The Department will, while any of the Subordinate Obligations remain Outstanding (but subject to all existing contracts and legal obligations of the Department as of the date of execution of the Master Subordinate Indenture setting forth restrictions relating thereto), establish, fix, prescribe and collect rates, tolls, fees, rentals and charges in connection with LAX and for services rendered in connection therewith, so that Subordinate Pledged Revenues in each Fiscal Year will be at least equal to the following amounts:

- (i) the interest on and principal of the Outstanding Subordinate Obligations, as the same become due and payable by the Department in such year;
- (ii) the required deposits to any Subordinate Debt Service Reserve Fund (including the Subordinate Reserve Fund) which may be established by a Supplemental Subordinate Indenture;

(iii) the reimbursement owed to any Credit Provider as required by a Supplemental Subordinate Indenture;

(iv) the interest on and principal of any indebtedness required to be funded during such Fiscal Year, other than Special Facility Obligations, Senior Bonds and Outstanding Subordinate Obligations, but including obligations issued with a lien on Subordinate Pledged Revenues, ranking junior and subordinate to the lien of the Subordinate Obligations; and

(v) payments of any reserve requirement for debt service for any indebtedness, other than Senior Bonds and Outstanding Subordinate Obligations, but including obligations issued with a lien on Subordinate Pledged Revenues, ranking junior and subordinate to the lien of the Subordinate Obligations.

(b) The Department has further agreed that it will establish, fix, prescribe and collect rates, tolls, fees, rentals and charges in connection with LAX and for services rendered in connection therewith, so that during each Fiscal Year the Subordinate Pledged Revenues, together with any Transfer, will be equal to at least 115% of Subordinate Annual Debt Service on the Outstanding Subordinate Obligations for such Fiscal Year. For purposes of this paragraph (b), the amount of any Transfer taken into account may not exceed 15% of Subordinate Annual Debt Service on the Outstanding Subordinate Obligations in such Fiscal Year.

(c) If the Department violates either covenant set forth in paragraph (a) or (b) above, such violation will not be a default under the Master Subordinate Indenture and will not give rise to a declaration of a Subordinate Event of Default if, within 180 days after the date such violation is discovered, the Department revises the schedule of rates, tolls, fees, rentals and charges insofar as practicable and revises any LAX Maintenance and Operation Expenses insofar as practicable and takes such other actions as are necessary so as to produce Subordinate Pledged Revenues to cure such violation for future compliance; provided, however, that if the Department does not cure such violation by the end of the second subsequent Fiscal Year succeeding the date such violation is discovered, a Subordinate Event of Default may be declared under the Master Subordinate Indenture. The Department may obtain such recommendations from a Consultant as it deems necessary or appropriate to bring the Department into compliance with said covenants.

Junior and Subordinated Obligations

The Department may, from time to time, incur indebtedness with a lien on Subordinate Pledged Revenues ranking junior and subordinate to the lien of the Subordinate Obligations. Such indebtedness will be incurred at such times and upon such terms as the Department will determine, provided that: (a) any resolution or indenture of the Department authorizing the issuance of any subordinate obligations (including, but not limited to, Third Lien Obligations) will specifically state that such lien on or security interest granted in the Subordinate Pledged Revenues is junior and subordinate to the lien on and security interest in such Subordinate Pledged Revenues and other assets granted to secure the Subordinate Obligations; and (b) payment of principal of and interest on such subordinated obligations (including, but not limited to, Third Lien Obligations) will be permitted, provided that all deposits required to be made to the Subordinate Trustee to be used to pay debt service on the Subordinate Obligations and to replenish the Subordinate Reserve Fund or any other Subordinate Debt Service Reserve Fund, if any, are then current in accordance with the Master Subordinate Indenture.

Maintenance and Operation of LAX Airport Facilities

Except as otherwise provided in the Master Subordinate Indenture or the Master Senior Indenture with respect to the transfer or disposition of LAX Airport Facilities, the Department has covenanted that the LAX Airport Facilities will at all times be operated and maintained in good working order and condition and that all lawful orders of any governmental agency or authority having jurisdiction in the premises will be complied with (provided the Department will not be required to comply with any such orders so long as the validity or application thereof will be contested in good faith), and that all licenses and permits necessary to construct or operate any part of the LAX Airport Facilities will be obtained and maintained and that all necessary repairs, improvements and replacements of the LAX Airport Facilities will be made, subject to sound business judgment. Except as otherwise provided in the Master Subordinate Indenture or the Master Senior Indenture with respect to the transfer or disposition of LAX Airport Facilities, the Department will, from time to time, duly pay and discharge, or cause to be paid and discharged, except to the extent the imposition or payment thereof is being contested in good faith by the

Department, all taxes (if any), assessments or other governmental charges lawfully imposed upon the LAX Airport Facilities or upon any part thereof, or upon the LAX Revenues, Pledged Revenues, Net Pledged Revenues or Subordinate Pledged Revenues, when the same will become due, as well as any lawful claim for labor, materials or supplies or other charges which, if unpaid, might by law become a lien or charge upon the LAX Revenues, Pledged Revenues, Net Pledged Revenues or Subordinate Pledged Revenues or LAX Airport Facilities or any part thereof constituting part of the LAX Airport Facilities.

Insurance; Application of Insurance Proceeds

Subject, in each case, to the condition that insurance is obtainable at reasonable rates and upon reasonable terms and conditions:

(1) the Department will procure and maintain or cause to be procured and maintained commercial insurance or provide Qualified Self-Insurance with respect to the facilities constituting Los Angeles International Airport and public liability insurance in the form of commercial insurance or Qualified Self-Insurance and, in each case, in such amounts and against such risks as are, in the judgment of the Department, prudent and reasonable taking into account, but not being controlled by, the amounts and types of insurance or self-insured programs provided by similar airports;

(2) the Department will procure and maintain reasonable fidelity insurance or bonds on the position of Chief Financial Officer and on any other employees of the Board or the Department who handle or are responsible for funds of the Department; and

(3) the Department will place on file with the Subordinate Trustee annually within 120 days after the close of each Fiscal Year a certificate of an Authorized Representative containing a summary of all insurance policies and self-insured programs then in effect with respect to Los Angeles International Airport and the operations of the Department. The Subordinate Trustee may conclusively rely upon such certificate and will not be responsible for the sufficiency or adequacy of any insurance required in the Master Subordinate Indenture or obtained by the Department.

“Qualified Self-Insurance” means insurance maintained through a program of self-insurance or insurance maintained with a fund, company or association in which the Department may have a material interest and of which the Department may have control, either singly or with others. Each plan of Qualified Self-Insurance will be established in accordance with law, will provide that reserves be established or insurance acquired in amounts adequate to provide coverage which the Department determines to be reasonable to protect against risks assumed under the Qualified Self-Insurance plan, including any potential retained liability in the event of the termination of such plan of Qualified Self-Insurance, and such self-insurance program will be reviewed at least once every 12 months by a Consultant who will deliver to the Department a report on the adequacy of the reserves established thereunder. If the Consultant determines that such reserves are inadequate, he will make a recommendation as to the amount of reserves that should be established and maintained, and the Department will comply with such recommendation unless it can establish to the satisfaction of and receive a certification from a Consultant that a lower amount is reasonable to provide adequate protection to the Department.

If, as a result of any event, any part of an LAX Airport Facility or any LAX Airport Facilities is destroyed or severely damaged, the Department will create within the LAX Revenue Account a special subaccount and will credit the Net Proceeds received as a result of such event of damage or destruction to such subaccount and such Net Proceeds will, within a reasonable period of time taking into account any terms under which insurance proceeds are paid and any insurance restrictions upon the use or timing of the use of insurance proceeds, be used to: (1) repair or replace the LAX Airport Facilities, or portion thereof, which were damaged or destroyed, (2) provide additional revenue-producing LAX Airport Facilities, (3) redeem Senior Bonds, (4) create an escrow fund pledged to pay specified Senior Bonds and thereby cause such Senior Bonds to be deemed to be paid as provided in the Master Senior Indenture; provided, however, that the Department will first deliver to the Senior Trustee a certificate of a Consultant showing that, after taking into account the use of the Net Proceeds for the redemption of such specified Senior Bonds, the rate covenant set forth in the Master Senior Indenture would, nevertheless, be met, (5) redeem Subordinate Obligations, or (6) create an escrow fund pledged to pay specified Subordinate Obligations and thereby cause such Subordinate Obligations to be deemed to be paid as provided in the Master Subordinate Indenture; provided, however, that the Department will first deliver to the Subordinate Trustee a certificate of a Consultant showing that, after taking into account the use of the Net Proceeds for the redemption of such specified Subordinate Obligations, the rate covenant set forth in the Master Subordinate Indenture would, nevertheless, be met.

Transfer of LAX Airport Facility or LAX Airport Facilities

The Department will not, except as permitted below transfer, sell or otherwise dispose of an LAX Airport Facility or LAX Airport Facilities. For purposes of this section, any transfer of an asset over which the Department retains substantial control in accordance with the terms of such transfer will not, for so long as the Department has such control, be deemed a disposition of an LAX Airport Facility or LAX Airport Facilities.

The Department may transfer, sell or otherwise dispose of LAX Airport Facilities only if such transfer, sale or disposition complies with one or more of the following provisions:

- (a) The property being disposed of is inadequate, obsolete or worn out; or
- (b) The property proposed to be disposed of and all other LAX Airport Facilities disposed of during the 12-month period ending on the day of such transfer (but excluding property disposed of under (a) above), will not, in the aggregate, constitute a Significant Portion, the proceeds are deposited into the LAX Revenue Account to be used as described below and the Department believes that such disposal will not prevent it from fulfilling its obligations under the Senior Indenture; or
- (c) Prior to the disposition of such property, there is delivered to the Senior Trustee and the Subordinate Obligations a certificate of a Consultant to the effect that notwithstanding such disposition, but taking into account the use of such proceeds in accordance with the expectations of the Department as evidenced by a certificate of an Authorized Representative, the Consultant estimates that Department will be in compliance with the rate covenants set forth in the Master Senior Indenture and the Master Subordinate Indenture during each of the five Fiscal Years immediately following such disposition.

LAX Airport Facilities which were financed with the proceeds of obligations the interest on which is then excluded from gross income for federal income tax purposes will not be disposed of, except under the terms of provision (a) above, unless the Department has first received a written opinion of Bond Counsel to the effect that such disposition and the application of any disposition proceeds thereof will not cause the interest on such obligations to become includable in gross income for federal income tax purposes.

No such disposition will be made which would cause the Department to be in default of any other covenant contained in the Master Senior Indenture or the Master Subordinate Indenture.

Investments

Moneys held by the Subordinate Trustee in the funds and accounts created in the Master Subordinate Indenture and under any Supplemental Subordinate Indenture will be invested and reinvested as directed by the Department, in Subordinate Permitted Investments subject to the restrictions set forth in the Master Subordinate Indenture and such Supplemental Subordinate Indenture and subject to the investment restrictions imposed upon the Department by the Charter and the laws of the State. The Department will direct such investments by written certificate (upon which the Subordinate Trustee may conclusively rely) of an Authorized Representative or by telephone instruction followed by prompt written confirmation by an Authorized Representative; in the absence of any such instructions, the Subordinate Trustee will, to the extent practicable, invest in Subordinate Permitted Investments specified in (i) of the definition thereof.

The Subordinate Trustee will not be liable for any loss resulting from following the written directions of the Department or as a result of liquidating investments to provide funds for any required payment, transfer, withdrawal or disbursement from any fund or account in which such Subordinate Permitted Investment is held.

The Subordinate Trustee may buy or sell any Subordinate Permitted Investment through its own (or any of its affiliates) investment department.

Defeasance

Subordinate Obligations or portions thereof (such portions to be in integral multiples of the authorized denomination) which have been paid in full or which are deemed to have been paid in full will no longer be secured by or entitled to the benefits of the Master Subordinate Indenture except for the purposes of payment from moneys or Government Obligations held by the Subordinate Trustee or a Subordinate Paying Agent for such purpose. When all Subordinate Obligations which have been issued under the Master Subordinate Indenture have been paid in full or are deemed to have been paid in full, and all other sums payable under the Master Subordinate Indenture by the Department, including all necessary and proper fees, compensation and expenses of the Subordinate Trustee, the

Subordinate Registrar and the Subordinate Paying Agent, have been paid or are duly provided for, then the right, title and interest of the Subordinate Trustee in and to the pledge of Subordinate Pledged Revenues and the other assets pledged to secure the Subordinate Obligations under the Master Subordinate Indenture will thereupon cease, terminate and become void, and thereupon the Subordinate Trustee will cancel, discharge and release the Master Subordinate Indenture, will execute, acknowledge and deliver to the Department such instruments as will be requisite to evidence such cancellation, discharge and release and will assign and deliver to the Department any property and revenues at the time subject to the Master Subordinate Indenture which may then be in the Subordinate Trustee's possession, except funds or securities in which such funds are invested and are held by the Subordinate Trustee or the Subordinate Paying Agent for the payment of the principal of, premium, if any, and interest on the Subordinate Obligations.

A Subordinate Obligation will be deemed to be paid within the meaning of the Master Subordinate Indenture when payment of the principal, interest and premium, if any, either (a) has been made or caused to be made in accordance with the terms of the Subordinate Obligations and the Master Subordinate Indenture or (b) has been provided for by depositing with the Subordinate Trustee in trust and setting aside exclusively for such payment, (i) moneys sufficient to make such payment and/or (ii) noncallable Government Obligations, maturing as to principal and interest in such amounts and at such times as will insure the availability of sufficient moneys to make such payment. At such times as Subordinate Obligations will be deemed to be paid under the Master Subordinate Indenture, such Subordinate Obligations will no longer be secured by or entitled to the benefits of the Master Subordinate Indenture, except for the purposes of payment from such moneys or Government Obligations.

Any deposit under clause (b) of the foregoing paragraph will be deemed a payment of such Subordinate Obligations. Once such deposit has been made, the Subordinate Trustee will notify all Holders of the affected Subordinate Obligations that the deposit required by (b) above has been made with the Subordinate Trustee and that such Subordinate Obligations are deemed to have been paid in accordance with the Master Subordinate Indenture. No notice of redemption will be required at the time of such defeasance or prior to such date as may be required by the Supplemental Subordinate Indenture under which such Subordinate Obligations were issued. The Department may at any time, prior to issuing such notice of redemption as may be required by the Supplemental Subordinate Indenture under which such Subordinate Obligations were issued, modify or otherwise change the scheduled date for the redemption or payment of any Subordinate Obligation deemed to be paid under the terms of the foregoing paragraph in accordance with the terms of the Subordinate Obligations or the Master Subordinate Indenture subject to (i) receipt of an approving opinion of Bond Counsel that such action will not adversely affect the tax-exemption of any Subordinate Obligation or Subordinate Obligations then Outstanding and (ii) receipt of an approving opinion of a nationally recognized accounting firm that there are sufficient moneys and/or Government Obligations to provide for the payment of such Subordinate Obligations. Notwithstanding anything in this section to the contrary, moneys from the trust or escrow established for the defeasance of Subordinate Obligations may be withdrawn and delivered to the Department so long as the requirements of subparagraphs (i) and (ii) above are met prior to or concurrently with any such withdrawal.

Subordinate Events of Default and Remedies

Subordinate Events of Default. Each of the following events will constitute and is referred to as a “Subordinate Event of Default”:

- (a) a failure to pay the principal of or premium, if any, on any of the Subordinate Obligations, when the same will become due and payable at maturity or upon redemption;
- (b) a failure to pay any installment of interest on any of the Subordinate Obligations when such interest will become due and payable;
- (c) failure to pay the purchase price of any Subordinate Obligation when such purchase price will be due and payable upon an optional or mandatory tender date as provided in a Supplemental Subordinate Indenture;
- (d) a failure by the Department to observe and perform any covenant, condition, agreement or provision (other than as specified in paragraphs (a), (b) and (c) above) that are to be observed or performed by the Department and which are contained in the Master Subordinate Indenture or a Supplemental Subordinate Indenture, which failure, except for a violation under the rate covenant set forth in the Master Subordinate Indenture which will be controlled by the provisions set forth therein, will continue for a period of 90 days after written notice, specifying such failure and requesting that it be

remedied, will have been given to the Department by the Subordinate Trustee, which notice may be given at the discretion of the Subordinate Trustee and will be given at the written request of Holders of 25% or more of the Principal Amount of the Subordinate Obligations then Outstanding, unless the Subordinate Trustee, or the Subordinate Trustee and the Holders of Subordinate Obligations in a Principal Amount not less than the Principal Amount of Subordinate Obligations the Holders of which requested such notice, agree in writing to an extension of such period prior to its expiration; provided, however, that the Subordinate Trustee or the Subordinate Trustee and the Holders of such principal amount of Subordinate Obligations will be deemed to have agreed to an extension of such period if corrective action is initiated by the Department within such period and is being diligently pursued until such failure is corrected;

(e) bankruptcy, reorganization, arrangement, insolvency or liquidation proceedings, including without limitation proceedings under Chapter 9 of the United States Bankruptcy Code (as the same may from time to time be hereafter amended), or other proceedings for relief under any federal or state bankruptcy law or similar law for the relief of debtors are instituted by or against the Department and, if instituted against the Department, said proceedings are consented to or are not dismissed within 60 days after such institution;

(f) the occurrence of any other Subordinate Event of Default as is provided in a Supplemental Subordinate Indenture; or

(g) a default in the payment of principal of or interest on any Senior Bonds.

Remedies.

(a) Upon the occurrence and continuance of any Subordinate Event of Default, the Subordinate Trustee in its discretion may, and upon the written direction of the Holders of 25% or more of the Principal Amount of the Subordinate Obligations then Outstanding and receipt of indemnity to its satisfaction, will, in its own name and as the Subordinate Trustee of an express trust:

(i) by mandamus, or other suit, action or proceeding at law or in equity, enforce all rights of the Subordinate Holders, and require the Department to carry out any agreements with or for the benefit of the Subordinate Holders and to perform its or their duties under the Charter or any other law to which it is subject and this Indenture, provided that any such remedy may be taken only to the extent permitted under the applicable provisions of the Master Subordinate Indenture;

(ii) bring suit upon the Subordinate Obligations;

(iii) commence an action or suit in equity to require the Department to account as if it were the trustee of an express trust for the Subordinate Holders; or

(iv) by action or suit in equity enjoin any acts or things which may be unlawful or in violation of the rights of the Subordinate Holders.

(b) The Subordinate Trustee will be under no obligation to take any action with respect to any Subordinate Event of Default unless the Subordinate Trustee has actual knowledge of the occurrence of such Subordinate Event of Default.

(c) Except with respect to a Credit Provider or a Liquidity Provider as provided in a Supplemental Subordinate Indenture or a written agreement between the Department and a Credit Provider or a Liquidity Provider (subject to the prior lien on Pledged Revenues granted to the Senior Bonds pursuant to the Senior Indenture), in no event, upon the occurrence and continuation of a Subordinate Event of Default, will the Subordinate Trustee, the Holders of Subordinate Obligations, a Credit Provider, a Liquidity Provider or any other party have the right to accelerate the payment of principal of and interest on the Subordinate Obligations Outstanding.

Holders' Right To Direct Proceedings. Anything in the Master Subordinate Indenture to the contrary notwithstanding, Holders of not less than 51% in aggregate Principal Amount of the Subordinate Obligations then Outstanding will have the right, at any time, by an instrument in writing executed and delivered to the Subordinate Trustee, to direct the time, method and place of conducting all remedial proceedings available to the Subordinate Trustee under the Master Subordinate Indenture to be taken in connection with the enforcement of the terms of the Master Subordinate Indenture or exercising any trust or power conferred on the Subordinate Trustee by the Master

Subordinate Indenture; provided that such direction will not be otherwise than in accordance with the provisions of the law and the Master Subordinate Indenture and that there will have been provided to the Subordinate Trustee security and indemnity satisfactory to the Subordinate Trustee against the costs, expenses and liabilities to be incurred as a result thereof by the Subordinate Trustee.

Limitation on Right To Institute Proceedings. No Subordinate Holder will have any right to institute any suit, action or proceeding in equity or at law for the execution of any trust or power hereunder, or any other remedy under the Master Subordinate Indenture or on such Subordinate Obligations, unless such Subordinate Holder or Holders previously has given to the Subordinate Trustee written notice of a Subordinate Event of Default as hereinabove provided and unless also Holders of 25% or more of the Principal Amount of the Subordinate Obligations then Outstanding has made written request of the Subordinate Trustee to do so, after the right to institute such suit, action or proceeding under the Master Subordinate Indenture will have accrued, and will have afforded the Subordinate Trustee a reasonable opportunity to proceed to institute the same in either its or their name, and unless there also will have been offered to the Subordinate Trustee security and indemnity satisfactory to it against the costs, expenses and liabilities to be incurred therein or thereby, and the Subordinate Trustee will not have complied with such request within a reasonable time; and such notification, request and offer of indemnity are thereby declared in every such case, at the option of the Subordinate Trustee, to be conditions precedent to the institution of such suit, action or proceeding; it being understood and intended that no one or more of the Subordinate Holders will have any right in any manner whatever by its or their action to affect, disturb or prejudice the security of the Master Subordinate Indenture, or to enforce any right under the Master Subordinate Indenture or under the Subordinate Obligations, except in the manner provided in the Master Subordinate Indenture, and that all suits, actions and proceedings at law or in equity will be instituted, had and maintained in the manner provided in the Master Subordinate Indenture and for the equal benefit of all Subordinate Holders.

Application of Moneys. If a Subordinate Event of Default will occur and be continuing, all amounts then held or any moneys received by the Subordinate Trustee, by any receiver or by any Subordinate Holder pursuant to any right given or action taken under the provisions of the Master Subordinate Indenture (which will not include moneys provided through a Credit Facility, which moneys will be restricted to the specific use for which such moneys were provided), after payment of the costs and expenses of the proceedings resulting in the collection of such moneys and of the expenses, liabilities and advances incurred or made by the Subordinate Trustee (including attorneys' fees and disbursements), will be applied as follows: (a) first, to the payment to the persons entitled thereto of all installments of interest then due on the Subordinate Obligations, with interest on overdue installments, if lawful, at the rate per annum as provided in any Supplemental Subordinate Indenture, as the case may be, in the order of maturity of the installments of such interest and, if the amount available will not be sufficient to pay in full any particular installment of interest, then to the payment ratably, according to the amounts due on such installment, and (b) second, to the payment to the persons entitled thereto of the unpaid principal amount of any of the Subordinate Obligations which have become due with interest on such Subordinate Obligations at such rate as provided in a Supplemental Subordinate Indenture from the respective dates upon which they became due and, if the amount available will not be sufficient to pay in full Subordinate Obligations on any particular date determined to be the payment date, together with such interest, then to the payment ratably, according to the amount of principal and interest due on such date, in each case to the persons entitled thereto, without any discrimination or privilege.

Whenever moneys are to be applied pursuant to the provisions of this section, such moneys will be applied at such times, and from time to time, as the Subordinate Trustee will determine, having due regard to the amount of such moneys available for application and the likelihood of additional moneys becoming available for such application in the future. Whenever the Subordinate Trustee will apply such funds, it will fix the date (which will be an interest Payment Date unless it will deem another date more suitable) upon which such application is to be made and upon such date interest on the amounts of principal and interest to be paid on such date will cease to accrue. The Subordinate Trustee will give notice of the deposit with it of any such moneys and of the fixing of any such date by Mail to all Subordinate Holders and will not be required to make payment to any Subordinate Holder until such Subordinate Obligations will be presented to the Subordinate Trustee for appropriate endorsement or for cancellation if fully paid.

The Subordinate Trustee

Duties. If a Subordinate Event of Default has occurred and is continuing, the Subordinate Trustee will exercise its rights and powers and use the same degree of care and skill in their exercise as a prudent person would exercise or use under the circumstances in the conduct of such person's own affairs. The Subordinate Trustee will

perform the duties set forth in the Subordinate Indenture and no implied duties or obligations will be read into the Subordinate Indenture against the Subordinate Trustee. Except during the continuance of a Subordinate Event of Default, in the absence of any negligence on its part or any knowledge to the contrary, the Subordinate Trustee may conclusively rely, as to the truth of the statements and the correctness of the opinions expressed, upon certificates or opinions furnished to the Subordinate Trustee and conforming to the requirements of the Master Subordinate Indenture. However, the Subordinate Trustee will examine the certificates and opinions to determine whether they conform to the requirements of the Master Subordinate Indenture.

The Subordinate Trustee may not be relieved from liability for its own negligent action, its own negligent failure to act or its own willful misconduct, except that: (a) the Subordinate Trustee will not be liable for any error of judgment made in good faith by a Responsible Officer unless the Subordinate Trustee was negligent in ascertaining the pertinent facts; and (b) the Subordinate Trustee will not be liable with respect to any action it takes or omits to take in good faith in accordance with a direction received by it from Subordinate Holders or the Department in the manner provided in the Master Subordinate Indenture.

The Subordinate Trustee will not, by any provision of the Master Subordinate Indenture, be required to expend or risk its own funds or otherwise incur any financial liability in the performance of any of its duties under the Master Subordinate Indenture, or in the exercise of any of its rights or powers, if repayment of such funds or adequate indemnity against such risk or liability is not reasonably assured to it.

Notice of Defaults. If (a) a Subordinate Event of Default has occurred or (b) an event has occurred which with the giving of notice and/or the lapse of time would be a Subordinate Event of Default and, with respect to such events for which notice to the Department is required before such events will become Subordinate Events of Default, such notice has been given, then the Subordinate Trustee will promptly, after obtaining actual notice of such Subordinate Event of Default or event described in (b) above, give notice thereof to each Subordinate Holder. Except in the case of a default in payment or purchase on any Subordinate Obligations, the Subordinate Trustee may withhold the notice if and so long as a committee of its Responsible Officers in good faith determines that withholding the notice is in the interests of the Subordinate Holders.

Eligibility of Subordinate Trustee. The Master Subordinate Indenture will always have a Subordinate Trustee that is a trust company, banking association or a bank having the powers of a trust company and is organized and doing business under the laws of the United States or any state or the District of Columbia, is authorized to conduct trust business under the laws of the State, is subject to supervision or examination by United States, state or District of Columbia authority and has (together with its corporate parent) a combined capital and surplus of at least \$100,000,000 as set forth in its most recent published annual report of condition.

Replacement of Subordinate Trustee. The Subordinate Trustee may resign by notifying the Department in writing prior to the proposed effective date of the resignation. The Holders of not less than 51% in aggregate Principal Amount of the Subordinate Obligations may remove the Subordinate Trustee by notifying the removed Subordinate Trustee and may appoint a successor Subordinate Trustee with the Department's consent. The Department may remove the Subordinate Trustee, by notice in writing delivered to the Subordinate Trustee at least 60 days prior to the proposed removal date; provided, however, that the Department will have no right to remove the Subordinate Trustee during any time when a Subordinate Event of Default has occurred and is continuing or when an event has occurred and is continuing or condition exists which with the giving of notice or the passage of time or both would be a Subordinate Event of Default.

No resignation or removal of the Subordinate Trustee will be effective until a new Subordinate Trustee has taken office and delivered a written acceptance of its appointment to the retiring Subordinate Trustee and to the Department. Immediately thereafter, the retiring Subordinate Trustee will transfer all property held by it as Subordinate Trustee to the successor Subordinate Trustee, the resignation or removal of the retiring Subordinate Trustee will then (but only then) become effective and the successor Subordinate Trustee will have all the rights, powers and duties of the Subordinate Trustee under the Subordinate Indenture.

If the Subordinate Trustee resigns or is removed or for any reason is unable or unwilling to perform its duties under the Subordinate Indenture, the Department will promptly appoint a successor Subordinate Trustee.

If a Subordinate Trustee is not performing its duties under the Subordinate Indenture and a successor Subordinate Trustee does not take office within 60 days after the retiring Subordinate Trustee delivers notice of resignation or the Department delivers notice of removal, the retiring Subordinate Trustee, the Department or the

Holders of not less than 51% in aggregate Principal Amount of the Subordinate Obligations may petition any court of competent jurisdiction for the appointment of a successor Subordinate Trustee.

Amendments and Supplements

Supplemental Subordinate Indentures Not Requiring Consent of Holders of Subordinate Obligations.

The Department may, from time to time and at any time, without the consent of or notice to the Holders of the Subordinate Obligations, execute and deliver Supplemental Subordinate Indentures supplementing and/or amending the Master Subordinate Indenture or any Supplemental Subordinate Indenture, as follows:

(a) to provide for the issuance of a Series or multiple Series of Subordinate Obligations under the provisions of the Master Subordinate Indenture and to set forth the terms of such Subordinate Obligations and the special provisions which will apply to such Subordinate Obligations;

(b) to cure any formal defect, omission, inconsistency or ambiguity in, or answer any questions arising under, the Master Subordinate Indenture or any Supplemental Subordinate Indenture, provided such supplement or amendment is not materially adverse to the Subordinate Holders;

(c) to add to the covenants and agreements of the Department in the Master Subordinate Indenture or any Supplemental Subordinate Indenture other covenants and agreements, or to surrender any right or power reserved or conferred upon the Department, provided such supplement or amendment will not adversely affect the interests of the Subordinate Holders;

(d) to confirm, as further assurance, any interest of the Subordinate Trustee in and to the pledge of Subordinate Pledged Revenues or in and to the funds and accounts held by the Subordinate Trustee or in and to any other moneys, securities or funds of the Department provided pursuant to the Master Subordinate Indenture or to otherwise add additional security for the Subordinate Holders;

(e) to evidence any change made in the terms of any Series of Subordinate Obligations if such changes are authorized by a Supplemental Subordinate Indenture at the time the Series of Subordinate Obligations is issued and such change is made in accordance with the terms of such Supplemental Subordinate Indenture;

(f) to comply with the requirements of the Trust Indenture Act of 1939, as amended from time to time, provided such supplement or amendment is not materially adverse to the Subordinate Holders;

(g) to provide for uncertificated Subordinate Obligations or for the issuance of coupons and bearer Subordinate Obligations or Subordinate Obligations registered only as to principal;

(h) to qualify the Subordinate Obligations or a Series of Subordinate Obligations for a rating or ratings from a Rating Agency;

(i) to accommodate the technical, operational and structural features of Subordinate Obligations which are issued or are proposed to be issued or of a Subordinate Program which has been authorized or is proposed to be authorized, including, but not limited to, changes needed to accommodate commercial paper, auction bonds, variable rate or adjustable rate bonds, discounted or compound interest bonds, swaps or other forms of indebtedness which the Department from time to time deems appropriate to incur;

(j) to accommodate the use of a Credit Facility or Liquidity Facility for specific Subordinate Obligations or a specific Series of Subordinate Obligations, provided such supplement or amendment is not materially adverse to the Subordinate Holders;

(k) to comply with the requirements of the Code as are necessary, in the opinion of Bond Counsel, to prevent the federal income taxation of the interest on the Subordinate Obligations, including, without limitation, the segregation of Pledged Revenues, Net Pledged Revenues and Subordinate Pledged Revenues into different funds; and

(l) to modify, alter, amend or supplement the Master Subordinate Indenture or any Supplemental Subordinate Indenture in any other respect which is not materially adverse to the Subordinate Holders.

Before the Department executes, pursuant to this section, any Supplemental Subordinate Indenture, there will be delivered to the Department and Subordinate Trustee an opinion of Bond Counsel to the effect that such Supplemental Subordinate Indenture is authorized or permitted by the Master Subordinate Indenture, the Act and other applicable law, complies with their respective terms, will, upon the execution and delivery thereof, be valid and binding upon the Department in accordance with its terms and will not cause interest on any of the Subordinate Obligations which is then excluded from gross income of the recipient thereof for federal income tax purposes to be included in gross income for federal income tax purposes.

Supplemental Subordinate Indentures Requiring Consent of Holders of Subordinate Obligations.

(a) Except for any Supplemental Subordinate Indenture entered into pursuant to the provisions described under “—Supplemental Subordinate Indentures Not Requiring Consent of Holders of Subordinate Obligations” above and any Supplemental Subordinate Indenture entered into pursuant to (b) below, subject to the terms and provisions contained in this section and not otherwise, the Holders of not less than 51% in aggregate Principal Amount of the Subordinate Obligations then Outstanding will have the right from time to time to consent to and approve the execution by the Department of any Supplemental Subordinate Indenture deemed necessary or desirable by the Department for the purposes of modifying, altering, amending, supplementing or rescinding, in any particular, any of the terms or provisions contained in the Master Subordinate Indenture or in a Supplemental Subordinate Indenture; provided, however, that, unless approved in writing by the Holders of all the Subordinate Obligations then Outstanding or unless such change affects less than all Series of Subordinate Obligations and the following subsection (b) is applicable, nothing contained in the Master Subordinate Indenture will permit, or be construed as permitting, (i) a change in the scheduled times, amounts or currency of payment of the principal of, interest on or Accreted Value of any Outstanding Subordinate Obligations or (ii) a reduction in the principal amount or redemption price of any Outstanding Subordinate Obligations or the rate of interest thereon; and provided that nothing contained in the Master Subordinate Indenture, including the provisions of (b) below, will, unless approved in writing by the holders of all the Subordinate Obligations then Outstanding, permit or be construed as permitting (iii) the creation of a lien (except as expressly permitted by the Master Subordinate Indenture) upon or pledge of the Subordinate Pledged Revenues created by the Master Subordinate Indenture, ranking prior to or on a parity with the claim created by the Master Subordinate Indenture, (iv) except with respect to additional security which may be provided for a particular Series of Subordinate Obligations, a preference or priority of any Subordinate Obligation or Subordinate Obligations over any other Subordinate Obligation or Subordinate Obligations with respect to the security granted therefor under the Granting Clauses of the Master Subordinate Indenture, or (v) a reduction in the aggregate Principal Amount of Subordinate Obligations the consent of the Subordinate Holders of which is required for any such Supplemental Subordinate Indenture. Nothing contained in the Master Subordinate Indenture, however, will be construed as making necessary the approval by Subordinate Holders of the execution of any Supplemental Subordinate Indenture as authorized pursuant to the provisions described under “—Supplemental Subordinate Indentures Not Requiring Consent of Holders of Subordinate Obligations” above, including the granting, for the benefit of particular Series of Subordinate Obligations, security in addition to the pledge of the Subordinate Pledged Revenues.

(b) The Department may, from time to time and at any time, execute a Supplemental Subordinate Indenture which amends the provisions of an earlier Supplemental Subordinate Indenture under which a Series or multiple Series of Subordinate Obligations were issued. If such Supplemental Subordinate Indenture is executed for one of the purposes described under “—Supplemental Subordinate Indentures Not Requiring Consent of Holders of Subordinate Obligations” above, no notice to or consent of the Subordinate Holders will be required. If such Supplemental Subordinate Indenture contains provisions which affect the rights and interests of less than all Series of Subordinate Obligations Outstanding and the provisions described under “—Supplemental Subordinate Indentures Not Requiring Consent of Holders of Subordinate Obligations” are not applicable, then this subsection (b) rather than subsection (a) above will control and, subject to the terms and provisions contained in this subsection (b) and not otherwise, the Holders of not less than 51% in aggregate Principal Amount of the Subordinate Obligations of all Series of Subordinate Obligations Outstanding which are affected by such changes will have the right from time to time to consent to any Supplemental Subordinate Indenture deemed necessary or desirable by the Department for the purposes of modifying, altering, amending, supplementing or rescinding, in any particular, any of the terms or provisions contained in such Supplemental Subordinate Indenture and

affecting only the Subordinate Obligations of such Series; provided, however, that, unless approved in writing by the Holders of all the Subordinate Obligations of all the affected Series then Outstanding, nothing contained in the Master Subordinate Indenture will permit, or be construed as permitting, (i) a change in the scheduled times, amounts or currency of payment of the principal of, interest on or Accreted Value of any Outstanding Subordinate Obligations of such Series or (ii) a reduction in the principal amount or redemption price of any Outstanding Subordinate Obligations of such Series or the rate of interest thereon. Nothing contained in the Master Subordinate Indenture, however, will be construed as making necessary the approval by Holders of the adoption of any Supplemental Subordinate Indenture as authorized pursuant to the provisions described under “—Supplemental Subordinate Indentures Not Requiring Consent of Holders of Subordinate Obligations” above, including the granting, for the benefit of particular Series of Subordinate Obligations, security in addition to the pledge of the Subordinate Pledged Revenues.

Amendments to the Senior Indenture

The Holders of the Subordinate Obligations have no right to consent to or reject any amendments to the Senior Indenture that require the consent of the holders of the Senior Bonds, except for amendments to the flow of funds that require the consent of the holders of the Senior Bonds.

Rights of Credit Provider

The Master Subordinate Indenture provides that if a Credit Facility is provided for a Series of Subordinate Obligations or for specific Subordinate Obligations, the Department may in the Supplemental Subordinate Indenture under which such Subordinate Obligations are issued, provide any or all of the following rights to the Credit Provider as the Department deems to be appropriate: (a) the right to make requests of, direct or consent to the actions of the Subordinate Trustee or to otherwise direct proceedings all as provided in the Master Subordinate Indenture to the same extent and in place of the owners of the Subordinate Obligations which are secured by the Credit Facility and for such purposes the Credit Provider will be deemed to be the Bondholder of such Subordinate Obligations; (b) the right to act in place of the owners of the Subordinate Obligations which are secured by the Credit Facility for purposes of removing a Subordinate Trustee or appointing a Subordinate Trustee under the Subordinate Indenture; and (c) the right to consent to Supplemental Subordinate Indentures, which would otherwise require the consent of the Holders of not less than 51% in aggregate Principal Amount of the Subordinate Obligations, entered into pursuant to the provisions set forth under the caption “—Amendments and Supplements—Supplemental Subordinate Indentures Requiring Consent of Holders of Subordinate Obligations” above, except with respect to any amendments described in subsections (a)(i) through (iv) and (b)(i) or (ii) under the caption “—Amendments and Supplements—Supplemental Subordinate Indentures Requiring Consent of Holders of Subordinate Obligations” above, which consent of the actual Subordinate Holders will still be required, of the Master Subordinate Indenture to the same extent and in place of the owners of the Subordinate Obligations which are secured by the Credit Facility and for such purposes the Credit Provider will be deemed to be the Holder of such Subordinate Obligations.

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APPENDIX D-1

AMENDMENTS TO THE MASTER SENIOR INDENTURE

The following is a description of certain amendments that are being made to the Master Senior Indenture. The Master Senior Indenture Amendments do not require the consent of the purchasers of the Series 2018B Senior Bonds in order to become effective. Any purchaser of the Series 2018B Senior Bonds will be purchasing the Series 2018B Senior Bonds subject to the Master Senior Indenture Amendments. The Department will not be requesting a separate written consent from the purchasers of the Series 2018B Senior Bonds for the Master Senior Indenture Amendments.

Master Senior Indenture Amendments

The Master Senior Indenture Amendments are set forth below. Additions to the Master Senior Indenture are shown in **bold and double underline** and deletions are shown in ~~strike through~~.

ARTICLE I - Definitions

- (a) The definition of “Debt Service Reserve Fund Surety Policy”

“Debt Service Reserve Fund Surety Policy” shall mean an insurance policy or surety bond, or a letter of credit (other than a Reserve Fund Surety Policy) deposited with the Trustee for the credit of a Debt Service Reserve Fund created for one or more series of Outstanding Bonds in lieu of or partial substitution for cash or securities on deposit therein. Except as otherwise provided in a Supplemental Indenture, the entity providing such Debt Service Reserve Fund Surety Policy shall be rated, at the time such instrument is provided, in one of the ~~two~~ **three** highest long-term Rating Categories by ~~both Moody’s if Moody’s is then maintaining a rating on the Bonds and S&P if S&P is then maintaining a rating on the Bonds~~ **one or more Rating Agencies, provided that such entity shall not be rated by any Rating Agency in a long-term Rating Category that is lower than the three highest long-term Rating Categories.**

- (b) The definition of “Qualified Swap”

“Qualified Swap” shall mean any Swap (a) whose Designated Debt is all or part of a particular Series of Bonds; (b) whose Swap Provider is **currently** a Qualified Swap Provider or ~~has been was~~ a Qualified Swap Provider ~~within the 60 day period preceding the date on which the calculation of Annual Debt Service or Aggregate Annual Debt Service is being made~~ **at the time the Swap was originally entered into by the Board;** (c) which has a term not greater than the term of the Designated Debt or to a specified mandatory tender or redemption of such Designated Debt; **and** (d) which has been designated in writing to the Trustee by the ~~Department~~ **Board** as a Qualified Swap with respect to such Bonds; ~~and (e) which has been approved by S&P, if S&P has an outstanding rating on any Bonds, and Moody’s, if Moody’s has an outstanding rating on the Bonds.~~

- (c) The definition of “Qualified Swap Provider”

“Qualified Swap Provider” shall mean a financial institution (a) whose senior long-term debt obligations, ~~or whose~~ **financial program rating, counterparty rating or claims paying ability, or whose payment** obligations under any Qualified Swap are guaranteed by a financial institution, or subsidiary of a financial institution, whose senior long-term debt obligations, **financial program rating, counterparty rating or claims paying ability**, are rated at least “Aa,” in the case of Moody’s and “AA,” in the case of S&P, ~~or the equivalent thereto in the case of any successor thereto~~ **in one of the top three Rating Categories by each of the Rating Agencies then rating such financial institution,** or (b) whose obligations under any Qualified Swap are fully secured by obligations described in items (1) or (2) of the definition of Permitted Investments which are (i) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to 105% of the principal amount of the investment, together with the interest accrued and unpaid thereon, (ii) held by the Trustee (who shall not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Trustee, (iii) subject to a perfected first lien on behalf of the Trustee, and (iv) free and clear from all third-party liens.

- (d) The definition of “Released LAX Revenues”

“Released LAX Revenues” shall mean LAX Revenues in respect of which the following have been filed with the Trustee:

(a) a resolution of the Board describing a specific identifiable portion of LAX Revenues and approving that such LAX Revenues be excluded from the term Pledged Revenues;

(b) either (i) a certificate prepared by an Authorized Board Representative showing that Net Pledged Revenues for each of the two most recent completed Fiscal Years, after the specific identifiable portion of LAX Revenues covered by the Board’s resolution described in (a) above are excluded, were at least equal to the larger of (A) the amounts needed for making the required deposits and payments pursuant to paragraphs SECOND through EIGHTH of Section 4.04 hereof, or (B) an amount not less than 150% of average Aggregate Annual Debt Service for each Fiscal Year during the remaining term of all Bonds that will remain Outstanding after the exclusion of such specific identifiable portion of LAX Revenues; or (ii) a certificate prepared by a Consultant showing that the estimated Net Pledged Revenues (excluding the specific identifiable portion of LAX Revenues covered in the resolution adopted by the Board described in (a) above) for each of the first three complete Fiscal Years immediately following the Fiscal Year in which the resolution described in (a) above is adopted by the Board, will not be less than the larger of (A) the amounts needed for making the required deposits and payments pursuant to paragraphs SECOND through EIGHTH of Section 4.04 hereof, or (B) an amount not less than 150% of the average Aggregate Annual Debt Service for each Fiscal Year during the remaining term of all Bonds that will remain Outstanding after the exclusion of such specific identifiable portion of LAX Revenues; **and**

(c) an opinion of Bond Counsel to the effect that the exclusion of such specific identifiable portion of revenues from the definition of LAX Revenues and from the pledge and lien of this Indenture will not, in and of itself, cause the interest on any Outstanding Bonds to be included in gross income for purposes of federal income tax; ~~and (d) — written confirmation from each of Fitch and Moody’s (provided such Rating Agencies have been requested by the Department to maintain a rating on the Bonds and such Rating Agencies are then maintaining a rating on any of the Bonds) to the effect that the exclusion of such specific identifiable portion of revenues from the pledge and lien of this Indenture will not cause a withdrawal or reduction in any unenhanced rating then assigned to the Bonds.~~

For purposes of subparagraph (b) above, no Transfer shall be taken into account in the computation of Net Pledged Revenues.

Additionally, the Department shall give written notice to ~~S&P (provided S&P has~~ **each of the Rating Agencies that have** been requested by the Department to maintain a rating on the Bonds and ~~S&P is that are~~ then maintaining a rating on ~~any of the Bonds~~) at least 15 days prior to any specific identifiable portion of LAX Revenues being excluded from the pledge and lien of this Indenture as proved in this definition of “Released LAX Revenues.”

Upon filing of such documents, the specific identifiable portion of LAX Revenues described in the resolution of the Board shall no longer be included in Pledged Revenues and shall be excluded from the pledge and lien of this Indenture, unless otherwise included in Pledged Revenues and in the pledge and lien of this Indenture pursuant to a Supplemental Indenture.

(e) The definition of “Reserve Fund Surety Policy”

“Reserve Fund Surety Policy” shall mean an insurance policy or surety bond, or a letter of credit, deposited with the Trustee for the credit of the Reserve Fund in lieu of or partial substitution for cash or securities on deposit therein. The entity providing such Reserve Fund Surety Policy shall be rated, at the time such instrument is provided, in one of the ~~two~~ **three** highest **long-term** Rating Categories by ~~both Moody’s if Moody’s is then maintaining a rating on the Bonds and S&P if S&P is then maintaining a rating on the Bonds~~ **one or more Rating Agencies, provided that such entity shall not be rated by any Rating Agency in a long-term Rating Category that is lower than the three highest long-term Rating Categories.**

Section 10.03(g)

Section 10.03(g) is amended to read as follows:

(g) For the purposes of this Section 10.03, the purchasers of the Bonds of a Series, whether purchasing as underwriters, for resale or otherwise, upon such purchase from the Board, may consent to a modification or amendment permitted by this Section 10.03 in the manner provided herein and with the same effect as a consent given by the Bondholder of such Bonds, except that no proof of ownership shall be required; provided, that this provision of Section 10.03 shall be disclosed prominently in the offering document, if any, for each Series of Bonds issued pursuant to this Indenture, provided that, if such consent is given by a purchaser who is purchasing as an underwriter or for resale, the nature of the modification or amendment and the provisions for the purchaser consenting thereto shall be described in the offering document prepared in connection with the primary offering of the Bonds of such Series by the Board.

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APPENDIX D-2

AMENDMENTS TO THE MASTER SUBORDINATE INDENTURE

Following is a description of certain amendments that are being made to the Master Subordinate Indenture. This description is for informational purposes only. These amendments do not require the consent of any of the Bondholders of the Senior Bonds (including the Series 2018B Senior Bonds), and the Department is not requesting consent from any of the Bondholders of the Senior Bonds (including the Series 2018B Senior Bonds).

Master Subordinate Indenture Amendments

The Master Subordinate Indenture Amendments are set forth below. Additions to the Master Subordinate Indenture are shown in **bold and double underline** and deletions are shown in ~~in strikethrough~~.

ARTICLE I - Definitions

- (a) The definition of “Debt Service Reserve Fund Surety Policy”

“Debt Service Reserve Fund Surety Policy” shall mean an insurance policy or surety bond, or a letter of credit, deposited with the Trustee for the credit of the Debt Service Reserve Fund created for one or more Series or Subseries of Outstanding Subordinate Obligations in lieu of or partial substitution for cash or securities on deposit therein. Except as otherwise provided in a Supplemental Subordinate Indenture, the entity providing such Debt Service Reserve Fund Surety Policy shall be rated, at the time such instrument is provided, in one of the ~~two~~ **three** highest long-term Rating Categories by one or more ~~of the~~ Rating Agencies, **provided that such entity shall not be rated by any Rating Agency in a long-term Rating Category that is lower than the three highest long-term Rating Categories.**

- (b) The definition of “Qualified Swap”

“Qualified Swap” shall mean any Swap (a) whose Designated Debt is all or part of a particular Series or Subseries of Subordinate Obligations; (b) whose Swap Provider is ~~currently~~ **currently** a Qualified Swap Provider or ~~has been~~ **was** a Qualified Swap Provider **at the time the Swap was originally entered into by the Department** ~~within the 60 day period preceding the date on which the calculation of Annual Debt Service or Aggregate Annual Debt Service is being made;~~ (c) which has a term not greater than the term of the Designated Debt or to a specified mandatory tender or redemption of such Designated Debt; ~~and~~ (d) which has been designated in writing to the Trustee by the Department as a Qualified Swap with respect to such Subordinate Obligations; ~~and (e) which has been approved by S&P, if S&P has an outstanding rating on any Subordinate Obligations, and Moody’s, if Moody’s has an outstanding rating on the Subordinate Obligations.~~

- (c) The definition of “Qualified Swap Provider”

“Qualified Swap Provider” shall mean a financial institution (a) whose senior long-term debt obligations, **financial program rating, counterparty rating or claims paying ability, or whose payment obligations under any Qualified Swap are guaranteed by a financial institution, or subsidiary of a financial institution, whose senior long-term debt obligations, financial program rating, counterparty rating or claims paying ability,** are rated **in one of the top three Rating Categories by each of the Rating Agencies then rating such financial institution** ~~at least “Aa,” in the case of Moody’s and “AA,” in the case of S&P, or the equivalent thereto in the case of any successor thereto,~~ or (b) whose obligations under a ~~any~~ Qualified Swap are fully secured by obligations described in items (a) or (b) of the definition of Permitted Investments which are (i) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to 105% of the principal amount of the investment, together with the interest accrued and unpaid thereon, (ii) held by the Trustee (who shall not be the provider of the collateral) or by any Federal Reserve Bank or a depository acceptable to the Trustee, (iii) subject to a perfected first lien on behalf of the Trustee, and (iv) free and clear from all third-party liens.

Section 10.03(g)

Section 10.03(g) is amended to read as follows:

(g) For the purposes of this Section 10.03 the purchasers of the Subordinate Obligations of a Series or Subseries, whether purchasing as underwriters, for resale or otherwise, upon such purchase from the

Department, may consent to a modification or amendment permitted by this Section 10.03 in the manner provided herein and with the same effect as a consent given by the Holders of such Subordinate Obligations, except that no proof of ownership shall be required; provided, that this provision of Section 10.03 shall be disclosed prominently in the offering document, if any, for each Series or Subseries of Subordinate Obligations issued pursuant to this Indenture, provided that, if such consent is given by a purchaser who is purchasing as an underwriter or for resale, the nature of the modification or amendment and the provisions for the purchaser consenting thereto shall be described in the offering document prepared in connection with the primary offering of the Subordinate Obligations of such Series or Subseries by the Department.

APPENDIX E

PROPOSED FORM OF BOND COUNSEL'S OPINION

[Closing Date]

Department of Airports of the City of Los Angeles
Los Angeles, California

\$226,500,000
Department of Airports of the City of Los Angeles, California
Los Angeles International Airport
Senior Refunding Revenue Bonds
2018 Series B

Ladies and Gentlemen:

We have acted as Bond Counsel to the Department of Airports of the City of Los Angeles, California (the “Department”), acting through the Board of Airport Commissioners of the City of Los Angeles, California (the “Board”), in connection with the Department’s issuance and sale of \$226,500,000 aggregate principal amount of its Department of Airports of the City of Los Angeles, California, Los Angeles International Airport, Senior Refunding Revenue Bonds, 2018 Series B (the “Series 2018B Senior Bonds”). The Series 2018B Senior Bonds are being issued under the terms of the Charter of the City of Los Angeles, relevant ordinances of the City of Los Angeles, and the Los Angeles Administrative Code (collectively, the “Charter”), the Master Trust Indenture, dated as of April 1, 1995, as amended (the “Master Senior Indenture”), by and between the Department, acting through the Board, and The Bank of New York Mellon Trust Company, N.A., formerly known as The Bank of New York Trust Company, N.A., as successor in interest to BNY Western Trust Company, as successor in interest to U.S. Trust Company of California, N.A., as trustee (the “Senior Trustee”), and the Nineteenth Supplemental Trust Indenture, dated as of April 1, 2018 (the “Nineteenth Supplemental Senior Indenture,” and together with the Master Senior Indenture, the “Senior Indenture”), by and between the Department, acting through the Board, and the Senior Trustee. Issuance of the Series 2018B Senior Bonds has been authorized by Resolution No. 26347 adopted by the Board on September 20, 2017 and approved by the City Council of the City of Los Angeles (the “City Council”) and the Mayor of the City of Los Angeles on October 24, 2017 and November 1, 2017, respectively, and Resolution No. 26432 adopted by the Board on February 15, 2018 (collectively, the “Resolutions”). Capitalized terms not otherwise defined herein shall have the meanings set forth in the Senior Indenture.

In connection with the issuance of the Series 2018B Senior Bonds, we have examined: (a) the Charter; (b) certified copies of the Resolutions; (c) executed copies of the Master Senior Indenture and the Nineteenth Supplemental Senior Indenture; (d) an executed copy of the Escrow Agreement, dated the date hereof, between the Department, acting through the Board, and The Bank of New York Mellon Trust Company, N.A., as trustee and escrow agent; (e) an executed copy of the Tax Compliance Certificate, dated the date hereof, relating to the Series 2018B Senior Bonds and other matters (the “Tax Certificate”); (f) certifications of the Department, The Bank of New York Mellon Trust Company, N.A., as the Senior Trustee and as escrow agent, Samuel A. Ramirez & Co., Inc., as representative of the underwriters of the Series 2018B Senior Bonds (the “Underwriters”), Public Resources Advisory Group, as co-financial advisor to the Department, the City Clerk of the City of Los Angeles, and others; (g) a copy of the verification report, dated the date hereof, by Grant Thornton LLP, (h) opinions of the City Attorney, counsel to the Senior Trustee and the escrow agent, and counsel to the Underwriters; and (i) such other documents as we deemed relevant and necessary in rendering the opinions set forth herein. We have assumed the

genuineness of all documents and signatures presented to us (whether as originals or as copies) and the due and legal execution and delivery thereof by, and the validity against, any parties, other than the Department, thereto. We have assumed, without undertaking to verify, the accuracy of the factual matters represented, warranted or certified in the documents, and of the legal conclusions contained in the opinions, referred to in this paragraph.

The opinions expressed herein are based on an analysis of existing laws, regulations, rulings and court decisions and cover certain matters not directly addressed by such authorities. Such opinions may be affected by actions taken or omitted or events occurring after the date hereof. We have not undertaken to determine, or to inform any person, whether any such actions are taken or omitted or events do occur or whether any other matters come to our attention after the date hereof. We call attention to the fact that the obligations of the Department, the security provided therefor, as contained in the Series 2018B Senior Bonds and the Senior Indenture, may be subject to general principles of equity which permit the exercise of judicial discretion, and are subject to the provisions of applicable bankruptcy, insolvency, reorganization, arrangement, fraudulent conveyance, moratorium or similar laws relating to or affecting the enforcement of creditors' rights generally, now or hereafter in effect, and to the limitations on legal remedies against charter cities in the State of California. We express no opinion with respect to any indemnification, contribution, penalty, choice of law, choice of forum, choice of venue, waiver or severability provisions contained in the Series 2018B Senior Bonds or the Senior Indenture. We have not undertaken any responsibility for the accuracy, completeness or fairness of the Official Statement dated March 21, 2018, or any other offering material relating to the Series 2018B Senior Bonds and express no opinion relating thereto.

Based on and subject to the foregoing, and in reliance thereon, as of the date hereof, we are of the following opinions:

1. The Series 2018B Senior Bonds have been duly authorized and all legal conditions precedent to the issuance and delivery of the Series 2018B Senior Bonds have been fulfilled.

2. The Series 2018B Senior Bonds constitute the valid and binding limited obligations of the Department secured by a pledge of and lien upon and are a charge upon and are payable from the Net Pledged Revenues and certain funds and accounts held by the Senior Trustee under the Senior Indenture.

3. The Master Senior Indenture and the Nineteenth Supplemental Senior Indenture have been duly authorized, executed and delivered by the Department, acting through the Board, and, assuming the due authorization, execution and delivery by the Senior Trustee, constitute the valid and binding obligations of the Department, enforceable against the Department in accordance with their terms. The Senior Indenture creates a valid pledge, to secure the payment of the principal of and interest on the Series 2018B Senior Bonds, of the Net Pledged Revenues and certain funds and accounts held by the Senior Trustee under the Senior Indenture, subject to the provisions of the Senior Indenture permitting the application thereof for the purposes and on the terms and conditions set forth therein.

4. The Series 2018B Senior Bonds are not general obligations of the Department. Neither the faith and the credit nor the taxing power of the City of Los Angeles, the State of California or any public agency, other than the Department to the extent of the Net Pledged Revenues, is pledged to the payment of the principal of and interest on the Series 2018B Senior Bonds. None of the properties of the Airport System are subject to any mortgage or other lien for the benefit of the owners of the Series 2018B Senior Bonds. The Department has no power of taxation.

5. Under existing laws, regulations, rulings and judicial decisions, interest on the Series 2018B Senior Bonds is excluded from gross income for federal income tax purposes, except that such exclusion does not apply with respect to interest on any Series 2018B Senior Bond for any period during which such Series 2018B Senior Bond is held by a person who is a "substantial user" of the facilities refinanced by the Series 2018B Senior Bonds or a "related person" to such substantial user within the meaning of Section 147(a) of the Internal Revenue Code of 1986, as amended (the "Code"). Interest on the Series 2018B Senior Bonds constitutes an item of tax preference for purposes of the federal alternative minimum tax imposed on individuals, and for taxable years beginning before January 1, 2018, on corporations, by the Code. We note that no federal alternative minimum tax applies to corporations for taxable years beginning on and after January 1, 2018.

6. Under existing laws, interest on the Series 2018B Senior Bonds is exempt from present State of California personal income taxes.

The opinions set forth in numbered paragraph 5 above regarding the exclusion of interest from gross income of the recipient is subject to continuing compliance by the Department with covenants regarding federal tax law contained in the Senior Indenture and the Tax Certificate. Failure to comply with such covenants could cause interest on the Series 2018B Senior Bonds to be included in gross income retroactive to the date of issue of the Series 2018B Senior Bonds. Although we are of the opinion that interest on the Series 2018B Senior Bonds is excluded from gross income for federal tax purposes, the accrual or receipt of interest on the Series 2018B Senior Bonds may otherwise affect the federal income tax liability of the recipient. The extent of these other tax consequences will depend upon the recipient's particular tax status or other items of income or deduction. We express no opinion regarding any such consequences.

Our engagement with respect to the Series 2018B Senior Bonds has concluded with their issuance, and we disclaim any obligation to update, revise or supplement this opinion letter.

Very truly yours,

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APPENDIX F

BOOK-ENTRY ONLY SYSTEM

Introduction

Unless otherwise noted, the information contained under the subcaption “—General” below has been provided by DTC. Neither the City nor the Department makes any representations as to the accuracy or the completeness of such information. The beneficial owners of the Series 2018B Senior Bonds should confirm the following information with DTC, the Direct Participants or the Indirect Participants.

NONE OF THE CITY, THE DEPARTMENT OR THE SENIOR TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO DIRECT PARTICIPANTS, TO INDIRECT PARTICIPANTS OR TO ANY BENEFICIAL OWNER WITH RESPECT TO (A) THE ACCURACY OF ANY RECORDS MAINTAINED BY DTC, ANY DIRECT PARTICIPANT OR ANY INDIRECT PARTICIPANT; (B) ANY NOTICE THAT IS PERMITTED OR REQUIRED TO BE GIVEN TO THE OWNERS OF THE SERIES 2018B SENIOR BONDS UNDER THE SENIOR INDENTURE, (C) THE SELECTION BY DTC OR ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY PERSON TO RECEIVE PAYMENT IN THE EVENT OF A PARTIAL REDEMPTION OF THE SERIES 2018B SENIOR BONDS; (D) THE PAYMENT BY DTC OR ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY AMOUNT WITH RESPECT TO THE PRINCIPAL, PREMIUM, IF ANY, OR INTEREST DUE WITH RESPECT TO THE OWNER OF THE SERIES 2018B SENIOR BONDS; (E) ANY CONSENT GIVEN OR OTHER ACTION TAKEN BY DTC AS THE OWNERS OF SERIES 2018B SENIOR BONDS; OR (F) ANY OTHER MATTER REGARDING DTC.

General

The Depository Trust Company (“DTC”), New York, New York, will act as securities depository for the Series 2018B Senior Bonds. The Series 2018B Senior Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered bond certificate will be issued for each maturity of the Series 2018B Senior Bonds, each in the aggregate principal amount of such maturity, and will be deposited with DTC or held by the Senior Trustee.

DTC, the world’s largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC’s participants (“Direct Participants”) deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of Series 2018B Senior Bond certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation (“DTCC”). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (“Indirect Participants”). DTC has a Standard & Poor’s rating of AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC may be found on its web sites. The Department undertakes no responsibility for and makes no representations as to the accuracy or the completeness of the content of such material contained on DTC’s website as described in the preceding sentence including, but not limited to, updates of such information or links to other Internet sites accessed through the aforementioned website.

Purchases of the Series 2018B Senior Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Series 2018B Senior Bonds on DTC's records. The ownership interest of each actual purchaser of each Series 2018B Senior Bond ("Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Series 2018B Senior Bonds, are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in Series 2018B Senior Bonds, except in the event that use of the book-entry system for the Series 2018B Senior Bonds is discontinued.

To facilitate subsequent transfers, all Series 2018B Senior Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of the Series 2018B Senior Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not affect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Series 2018B Senior Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Series 2018B Senior Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time.

While the Series 2018B Senior Bonds are in the book-entry-only system, redemption notices shall be sent to DTC. If less than all of the Series 2018B Senior Bonds within an issue are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such issue to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to Series 2018B Senior Bonds unless authorized by a Direct Participant in accordance with DTC's MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the Department as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts Series 2018B Senior Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal, premium, if any, and interest payments on the Series 2018B Senior Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from the Department and the Senior Trustee on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case Series 2018B Senior Bonds held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Direct and Indirect Participant and not of DTC, the Department and the Senior Trustee subject to any statutory, or regulatory requirements as may be in effect from time to time. Payment of principal, premium, if any, and interest on the Series 2018B Senior Bonds to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the Department and the Senior Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Series 2018B Senior Bonds at any time by giving reasonable notice to the Department and the Senior Trustee. Under such circumstances, in the event that a successor depository is not obtained, bond certificates are required to be printed and delivered. To the extent permitted by law, the Department may decide to discontinue use of the system of book-entry transfers through DTC (or to the extent permitted by law, a successor Security Bonds depository). In that event, bond certificates will be printed and delivered to DTC.

No Assurance Regarding DTC Practices

The foregoing information in this section concerning DTC and DTC's book-entry system has been obtained from sources that the Department believes to be reliable, but the Department takes no responsibility for the accuracy thereof.

AS LONG AS CEDE & CO. OR ITS SUCCESSOR IS THE REGISTERED HOLDER OF THE SERIES 2018B SENIOR BONDS, AS NOMINEE OF DTC, REFERENCES HEREIN TO THE REGISTERED HOLDERS OF THE SERIES 2018B SENIOR BONDS SHALL MEAN CEDE & CO., AS AFORESAID, AND SHALL NOT MEAN THE BENEFICIAL OWNERS OF THE SERIES 2018B SENIOR BONDS.

In the event the Department determines not to continue the book-entry system or DTC determines to discontinue its services with respect to the Series 2018B Senior Bonds and the Department does not select another qualified depository, the Department shall deliver one or more Series 2018B Senior Bonds in such principal amount or amounts, in authorized denominations, and registered in whatever name or names, as DTC shall designate. In such event, transfers and exchanges of Series 2018B Senior Bonds, will be governed by the provisions of the Senior Indenture.

Risks of Book-Entry System

The Department makes no assurance, and the Department shall incur no liability, regarding the fulfillment by DTC of its obligations under the book-entry system with respect to the Series 2018B Senior Bonds.

In addition, Beneficial Owners of the Series 2018B Senior Bonds may experience some delay in their receipt of distributions of principal of, premium, if any, and interest on, the Series 2018B Senior Bonds since such distributions will be forwarded by the Department to DTC and DTC will credit such distributions to the accounts of the Direct Participants which will thereafter credit them to the accounts of the Beneficial Owners either directly or through Indirect Participants.

Since transactions in the Series 2018B Senior Bonds can be effected only through DTC, Direct Participants, Indirect Participants and certain banks, the ability of a Beneficial Owner to pledge Series 2018B Senior Bonds, to persons or entities that do not participate in the DTC system, or otherwise to take actions in respect of such Series 2018B Senior Bonds may be limited due to lack of a physical certificate. Beneficial Owners will not be recognized by the Department as registered owners of the Series 2018B Senior Bonds, and Beneficial Owners will only be permitted to exercise the rights of registered owners indirectly through DTC and its Participants.

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APPENDIX G

FORM OF CONTINUING DISCLOSURE CERTIFICATE

This Continuing Disclosure Certificate (the “Disclosure Certificate”) is executed and delivered by the Department of Airports of the City of Los Angeles, California acting by and of through the Board of Airport Commissioners of the City of Los Angeles, California (the “Department”) in connection with the issuance by the Department of its Los Angeles International Airport, Senior Refunding Revenue Bonds, 2018 Series B (the “Series 2018B Senior Bonds”). The Series 2018B Senior Bonds are being issued pursuant to the Master Trust Indenture, dated as of April 1, 1995, as amended (the “Master Senior Indenture”), by and between the Department and The Bank of New York Mellon Trust Company N. A., formerly known as The Bank of New York Trust Company, N. A., successor in interest to BNY Western Trust Company, as successor in interest to U.S. Trust Company of California, N. A., as trustee (the “Senior Trustee”) and an Nineteenth Supplemental Trust Indenture dated as of April 1, 2018 (the “Nineteenth Supplemental Senior Indenture,” and together with the Master Senior Indenture, the “Senior Indenture”), by and between the Department and the Senior Trustee. The Department hereby covenants and agrees as follows:

Section 1. Definitions. In addition to the definitions set forth in the Senior Indenture, which apply to any capitalized term used in this Disclosure Certificate unless otherwise defined in this Section, the following capitalized terms shall have the following meanings:

“Annual Report” shall mean any Annual Report provided by the Department pursuant to, and as described in, Sections 3 and 4 of this Disclosure Certificate.

“Beneficial Owner” shall mean any person that (a) has the power, directly or indirectly, to vote or consent with respect to, or to dispose of ownership of, any Series 2018B Senior Bonds (including persons holding Series 2018B Senior Bonds through nominees, depositories or other intermediaries), or (b) is treated as the owner of any Series 2018B Senior Bonds for federal income tax purposes.

“Dissemination Agent” shall mean the Department, acting in its capacity as Dissemination Agent hereunder, or any other successor Dissemination Agent designated in writing by the Department, and which has filed with the Department a written acceptance of such designation.

“EMMA System” shall mean the MSRB’s Electronic Municipal Market Access system, or such other electronic system designated by the MSRB.

“Fiscal Year” shall mean the one-year period ending on June 30 of each year or such other period of 12 months designated by the Department as its Fiscal Year.

“GASB” shall mean the Governmental Accounting Standards Board.

“Listed Events” shall mean any of the events listed in Section 5(a) or 5(b) of this Disclosure Certificate.

“MSRB” shall mean the Municipal Securities Rulemaking Board or any successor thereto.

“Official Statement” shall mean the final official statement of the Department relating to the Series 2018B Senior Bonds.

“Owner” shall mean a registered owner of Series 2018B Senior Bonds.

“Participating Underwriter” shall mean any of the original underwriters of the Series 2018B Senior Bonds required to comply with the Rule in connection with offering of the Series 2018B Senior Bonds.

“Rule” shall mean Rule 15c2-12 adopted by the SEC under the Securities Exchange Act of 1934, as the same may be amended from time to time.

“SEC” shall mean the Securities and Exchange Commission.

“State” shall mean the State of California.

Section 2. Purpose of this Disclosure Certificate. This Disclosure Certificate is being executed and delivered by the Department for the benefit of the Owners and Beneficial Owners of the Series 2018B Senior Bonds and in order to assist the Participating Underwriter in complying with the Rule.

Section 3. Provision of Annual Reports.

(a) The Department shall, or shall cause the Dissemination Agent, if the Dissemination Agent is other than the Department, to, not later than 180 days following the end of each Fiscal Year of the Department (which Fiscal Year currently ends on June 30), commencing with the report for Fiscal Year ending June 30, 2018, provide to the MSRB through the EMMA System, in an electronic format and accompanied by identifying information all as prescribed by the MSRB and/or the Rule, an Annual Report relating to the immediately preceding Fiscal Year that is consistent with the requirements of Section 4 of this Disclosure Certificate, which Annual Report may be submitted as a single document or as separate documents comprising a package, and may cross-reference other information as provided in Section 4 of this Disclosure Certificate; provided that any audited financial statements may be submitted separately from the balance of the Annual Report and later than the date required above for the filing of the Annual Report if they are not available by that date. If the Fiscal Year for the Department changes, the Department shall give notice of such change in the same manner as for a Listed Event under Section 5(e).

(b) If in any year, the Department does not provide the Annual Report to the MSRB by the time specified above, the Department shall file a notice with the MSRB through the EMMA System in substantially the form attached as Exhibit A hereto.

(c) If the Dissemination Agent is not the Department, the Dissemination Agent shall:

1. file a report with the Department certifying that the Annual Report has been filed pursuant to this Disclosure Certificate and listing the date(s) of the filing(s); and
2. take any other actions mutually agreed to between the Dissemination Agent and the Department.

Section 4. Content of Annual Reports. The Annual Report shall contain or incorporate by reference the following:

(a) The Department's audited financial statements for the prior Fiscal Year, prepared in accordance with generally accepted accounting principles as promulgated from time to time by GASB and all statements and interpretations issued by the Financial Accounting Standards Board which are not in conflict with the statements issued by GASB, provided however that the Department may from time to time, in order to comply with federal or State legal requirements, modify the basis upon which such financial statements are provided notice. Notice of any such modification shall be provided to the MSRB and shall include a reference to the applicable law or requirement describing such accounting basis. If the Department's audited financial statements are not available by the time the Annual Report is required to be filed pursuant to Section 3(a), the Annual Report shall contain comparable information derived from unaudited financial statements and the audited financial statements shall be filed in the same manner as the Annual Report when they become available.

(b) Information in form and substance similar to the following tables set forth in the Official Statement for the most recently completed Fiscal Year:

1. Table 1 – “Existing Senior Bonds”;
2. Table 2 – “Existing Subordinate Bonds and Subordinate Commercial Paper Notes”;
3. Table 3 – “Senior Bonds and Subordinate Bonds Debt Service Requirements” (only if such information changes);
4. Table 5 – “Air Carriers Serving LAX” (as of the first day of the current Fiscal Year);
5. Table 7 – “Air Traffic Data”;
6. Table 8 – “Historical Total Enplanements by Airline”;
7. Table 9 – “Total Revenue Landed Weight”;
8. Table 10 – “Enplaned and Deplaned Cargo”;
9. Table 11 – “Historical Operating Statements”;
10. Table 12 – “Top Ten Revenue Providers”;
11. Table 13 – “Top Ten Revenue Sources”;
12. Table 15 – “Historical Debt Service Coverage”; and

13. The columns entitled “Department Market Value” and “LAX Market Value” in Table 16 – “City of Los Angeles Pooled Investment Fund”; and
14. Unless otherwise provided in “Historical Operating Statements,” the total amount of PFC revenues received by the Department with respect to Los Angeles International Airport.

Any or all of the items listed above may be included by specific reference to other documents, including official statements of debt issues of the Department or related public entities that have been submitted to the MSRB through the EMMA System. In the event that information necessary to prepare the tables listed above becomes unavailable due to changes in accounting practices, legislative changes or organizational changes, the Department shall state in its Annual Report that such table will no longer be included in the Annual Report and the reason therefore and the Department will provide comparable information if available.

Section 5. Reporting of Significant Events.

(a) The Department shall give, or cause to be given, notice of the occurrence of any of the following events with respect to the Series 2018B Senior Bonds not later than ten business days after the occurrence of the event:

1. Principal and interest payment delinquencies;
2. Unscheduled draws on debt service reserves reflecting financial difficulties;
3. Unscheduled draws on credit enhancements reflecting financial difficulties;
4. Substitution of credit or liquidity providers, or their failure to perform;
5. Adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determination of taxability or of a Notice of Proposed Issue (IRS Form 5701 TEB);
6. Tender offers;
7. Defeasances;
8. Rating changes; or
9. Bankruptcy, insolvency, receivership or similar event of the Department;

Note: for the purposes of the event identified in Section 5(a)(9) above, the event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for the Department in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the Department, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the Department.

(b) The Department shall give, or cause to be given, notice of the occurrence of any of the following events with respect to the Series 2018B Senior Bonds, if material, not later than ten business days after the occurrence of the event:

1. Non-payment related defaults;
2. Unless described in paragraph 5(a)(5), other material notices or determinations by the Internal Revenue Service with respect to the tax status of the Series 2018B Senior Bonds or other material events affecting the tax status of the Series 2018B Senior Bonds;
3. Modifications to rights of the Owners of the Series 2018B Senior Bonds;
4. Series 2018B Senior Bond calls;
5. Release, substitution or sale of property securing repayment of the Series 2018B Senior Bonds;
6. The consummation of a merger, consolidation, or acquisition involving the Department or the sale of all or substantially all of the assets of the Department, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the

termination of a definitive agreement relating to any such actions, other than pursuant to its terms; or

7. Appointment of a successor or additional trustee or the change of name of a trustee.

(c) The Department shall give, or cause to be given, in a timely manner, notice of a failure to provide the annual financial information on or before the date specified in Section 3(a), as provided in Section 3.

(d) If the Department learns of an occurrence of a Listed Event described in Section 5(a), or determines that knowledge of a Listed Event described in Section 5(b) would be material under applicable federal securities laws, the Department shall within ten business days of occurrence file a notice of such occurrence with the MSRB through the EMMA System in electronic format, accompanied by such identifying information as is prescribed by the MSRB. Notwithstanding the foregoing, notice of the Listed Event described in subsections (a)(7) or (b)(4) need not be given under this subsection any earlier than the notice (if any) of the underlying event is given to Owners of affected Series 2018B Senior Bonds pursuant to the Senior Indenture.

Section 6. Termination of Obligation. The Department's obligations under this Disclosure Certificate with respect to the Series 2018B Senior Bonds shall terminate upon the maturity, legal defeasance, prior redemption or payment in full of all of the Series 2018B Senior Bonds. In addition, in the event that the Rule shall be amended, modified or repealed such that compliance by the Department with its obligations under this Disclosure Certificate no longer shall be required in any or all respects, then the Department's obligations hereunder shall terminate to a like extent.

Section 7. Dissemination Agent. The Department may, from time to time, appoint or engage a dissemination agent to assist it in carrying out its obligations under this Disclosure Certificate, and may discharge any such dissemination agent, with or without appointing a successor dissemination agent. If at any time there is not any other designated dissemination agent, the Department shall be the dissemination agent. The initial dissemination agent shall be the Department.

Section 8. Amendment; Waiver. Notwithstanding any other provision of this Disclosure Certificate, without the consent of the Owners of the Series 2018B Senior Bonds, the Department may amend this Disclosure Certificate, and any provision of this Disclosure Certificate may be waived, provided that, in the opinion of nationally recognized bond counsel, such amendment or waiver is not prohibited by the Rule. The Department shall give notice of any amendment in the same manner as for a Listed Event under Section 5(e).

Section 9. Additional Information. Nothing in this Disclosure Certificate shall be deemed to prevent the Department from disseminating any other information, using the means of dissemination set forth in this Disclosure Certificate or any other means of communication, or including any other information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Certificate. If the Department chooses to include any information in any Annual Report or notice of occurrence of a Listed Event in addition to that which is specifically required by this Disclosure Certificate, the Department shall not thereby have any obligation under this Disclosure Certificate to update such information or include it in any future Annual Report or notice of occurrence of a Listed Event.

Section 10. Default. In the event of a failure of the Department to comply with any provision of this Disclosure Certificate, any Owner or Beneficial Owner of the Series 2018B Senior Bonds may take such actions as may be necessary and appropriate, including seeking mandate or specific performance by court order, to cause the Department to comply with its obligations under this Disclosure Certificate; provided that any such Owner or Beneficial Owner may not take any enforcement action without the consent of the Owners of not less than 25% (twenty-five percent) in aggregate principal amount of the Series 2018B Senior Bonds that at the time are Outstanding. A default under this Disclosure Certificate shall not be deemed a default under the Senior Indenture and the sole remedy under this Disclosure Certificate in the event of any failure of the Department to comply with this Disclosure Certificate shall be an action to compel performance. Under no circumstances shall any person or entity be entitled to recover monetary damages hereunder in the event of any failure of the Department to comply with this Disclosure Certificate. No Owner or Beneficial Owner of the Series 2018B Senior Bonds may institute such action, suit or proceeding to compel performance unless they shall have first delivered to the Department satisfactory written evidence of their status as such, and a written notice of and request to cure such failure, and the Department shall have refused to comply therewith within a reasonable time.

Section 11. Duties, Immunities and Liabilities of Dissemination Agent. Any Dissemination Agent appointed hereunder shall have only such duties as are specifically set forth in this Disclosure Certificate, and shall have such rights, immunities and liabilities as shall be set forth in the written agreement between the Department and such Dissemination Agent pursuant to which such Dissemination Agent agrees to perform the duties and obligations of Dissemination Agent under this Disclosure Certificate.

Section 12. Beneficiaries. This Disclosure Certificate shall inure solely to the benefit of the Department, the Dissemination Agent, if any, and the Owners and Beneficial Owners from time to time of the Series 2018B Senior Bonds, and shall create no rights in any other person or entity. This Disclosure Certificate is not intended to create any monetary rights on behalf of any person based upon the Rule.

Section 13. Notices. Any notices or communications to the Department may be given as follows:

Los Angeles World Airports
One World Way
Los Angeles, California 90045
Attention: Ryan Yakubik, Chief Financial Officer
Fax: (310) 646-9223
Telephone: (424) 646-5251

Section 14. Partial Invalidity. If any one or more of the agreements or covenants or portions thereof required hereby to be performed by or on the part of the Department shall be contrary to law, then such agreement or agreements, such covenant or covenants or such portions thereof shall be null and void and shall be deemed separable from the remaining agreements and covenants or portions thereof and shall in no way affect the validity hereof, and the Beneficial Owners of the Series 2018B Senior Bonds shall retain all the benefits afforded to them hereunder. The Department hereby declares that it would have executed and delivered this Disclosure Certificate and each and every other article, section, paragraph, subdivision, sentence, clause and phrase hereof irrespective of the fact that any one or more articles, sections, paragraphs, subdivisions, sentences, clauses or phrases hereof or the application thereof to any person or circumstance may be held to be unconstitutional, unenforceable or invalid.

Section 15. Governing Law. This Disclosure Certificate was made in the City of Los Angeles and shall be governed by, interpreted and enforced in accordance with the laws of the State of California and the City of Los Angeles, without regard to conflict of law principles. Any litigation, action or proceeding to enforce or interpret any provision of this Disclosure Certificate or otherwise arising out of, or relating to this Disclosure Certificate, shall be brought, commenced or prosecuted in a State or Federal court in the County of Los Angeles in the State of California. By its acceptance of the benefits hereof, any person or entity bringing any such litigation, action or proceeding submits to the exclusive jurisdiction of the State of California and waives any defense of forum non conveniens.

IN WITNESS WHEREOF, the undersigned has executed this Disclosure Certificate this 12th day of April, 2018.

DEPARTMENT OF AIRPORTS OF THE CITY OF LOS
ANGELES, CALIFORNIA

By: _____
Chief Executive Officer

EXHIBIT A

NOTICE TO MUNICIPAL SECURITIES RULEMAKING BOARD
OF FAILURE TO FILE ANNUAL REPORT

Name of Issuer: Department of Airports of the City of Los Angeles, California

Name of Bond Issue: Department of Airports of the City of Los Angeles, California, Los Angeles International Airport, Senior Refunding Revenue Bonds, 2018 Series B

Date of Issuance: April 12, 2018

CUSIP: 544445_____

NOTICE IS HEREBY GIVEN that the Department of Airports of the City of Los Angeles, California (the "Department") has not provided an Annual Report with respect to the above referenced Bonds as required by Section 3 of the Continuing Disclosure Certificate, dated April 12, 2018, executed by the Department for the benefit of the Owners and Beneficial Owners of the above referenced Bonds. The Department anticipates that the Annual Report will be filed by _____, 20__.

Dated: _____

DEPARTMENT OF AIRPORTS OF THE CITY OF LOS
ANGELES, CALIFORNIA

By: _____
Authorized Representative

APPENDIX H

CERTAIN INFORMATION REGARDING THE CITY OF LOS ANGELES

The information in APPENDIX H – “CERTAIN INFORMATION REGARDING THE CITY OF LOS ANGELES” is provided by the City. The Department is relying upon, and has not independently confirmed or verified the accuracy or the completeness of, the information in Appendix H or the LACERS Reports, LAFPP Reports or other information incorporated by reference therein.

INTRODUCTION

GENERALLY, THE INFORMATION IN THIS SECTION HAS BEEN TRUNCATED FROM MATERIALS PROVIDED BY THE CITY TO ONLY INCLUDE THOSE PORTIONS OF THIS SECTION THAT REFERENCE THE LOS ANGELES CITY EMPLOYEES’ RETIREMENT SYSTEM (“LACERS”) OR THE CITY OF LOS ANGELES FIRE AND POLICE PENSION PLAN (“LAFPP”).

Retirement and Pension Systems

General

The City has three single-employer defined benefit pension plans created by the City Charter: the Los Angeles City Employees’ Retirement System (“LACERS”), the City of Los Angeles Fire and Police Pension Plan (“LAFPP”) and, for employees of DWP, the Water and Power Employees’ Retirement, Disability and Death Benefit Insurance Plan (the “Water and Power Plan”). Both LACERS and LAFPP (collectively, the “Pension Systems”) are funded primarily from the City’s General Fund, while the Water and Power Plan is funded by that department’s proprietary revenues.

The Pension Systems provide retirement, disability, death benefits, post-employment healthcare and annual cost-of-living adjustments to plan members and beneficiaries. As required by the City Charter, the actuarial valuations for both Pension Systems are prepared on an annual basis and the applicable actuary recommends contribution rates for the fiscal year beginning after the completion of that actuarial valuation. When approved by the respective boards of administration of the Pension Systems, these become the City’s contribution rates for such years.

The Pension Systems’ annual valuations determine the contribution rate, as a percentage of covered payroll, needed to fund the normal retirement costs accrued for current employment and to amortize any unfunded actuarial accrued liability (“UAAL”). The UAAL represents the difference between the present value of estimated future benefits accrued as of the valuation date and the actuarial value of assets currently available to pay these liabilities. The valuation for each plan is an estimate based on relevant economic and demographic assumptions, with the goal of determining the contributions necessary to sufficiently fund over time the benefits for currently active, vested former members and retired employees and their beneficiaries. Various actuarial assumptions are used in the valuation process, including the assumed rate of earnings on the assets of the plan in the future, the assumed rates of general inflation, salary increases, inflation in health care costs, assumed rates of disability, the assumed retirement ages of active employees, the assumed marital status at retirement, and the post-employment life expectancies of retirees and beneficiaries. As plan experience differs from adopted assumptions, the actual liabilities will be more or less than the liabilities calculated based on these assumptions. The contribution rates in the following year’s valuations are adjusted to take into account actual plan performance in the current and prior years. In addition, each plan performs an experience study every three years and further adjusts its assumptions accordingly.

The valuations incorporate a variety of actuarial methods, some of which are designed to reduce the volatility of contributions from year to year. When measuring the value of assets for determining the UAAL, many pension plans, including the Pension Systems, “smooth” market value gains and losses over a period of years to reduce volatility. These smoothing methodologies result in an actuarial value of assets that are lower or higher than the market value of assets.

Both Pension Systems have adopted asset allocation plans to guide their investments in stocks, bonds, real estate, alternatives and cash equivalents over a three- to five-year period. The asset allocations of the Pension Systems are summarized further below. Market value investment returns for the past 10 fiscal years are shown in the table below. Any return below the actuarial assumed rate of return (lowered to 7.25% for both LACERS and LAFPP

as of their June 30, 2017 actuarial valuations) represents an actuarial investment loss, while any return above the assumed rate of return represents an actuarial investment gain.

Table 22
LOS ANGELES PENSION SYSTEMS
HISTORICAL MARKET VALUE INVESTMENT RETURNS

<u>Fiscal Year</u>	<u>LACERS</u>	<u>LAFPP</u>
2007-08	(5.7)%	(4.7)%
2008-09	(19.5)	(20.0)
2009-10	12.9	13.7
2010-11	22.6	22.1
2011-12	1.1	1.9
2012-13	14.3	13.0
2013-14	18.4	17.9
2014-15	2.8	4.2
2015-16	0.5	1.2
2016-17	13.3	13.3

Source: City of Los Angeles, the respective Pension Systems.

The City has never issued pension obligation bonds to fund either of its Pension Systems. The City does pre-pay its annual contributions out of the proceeds of its annual issuance of tax and revenue anticipation notes.

This section, “**Retirement and Pension Systems,**” and the following section, “**Other Post-Employment Benefits,**” contain certain information relating to LACERS and LAFPP. The information contained in these sections is primarily derived from information produced by LACERS and LAFPP and their independent actuaries. The City has not independently verified the information provided by LACERS and LAFPP. The comprehensive annual financial reports of the individual Pension Systems, actuarial valuations for retirement and health benefits, and other information concerning LACERS and LAFPP are available on their websites, at www.lacERS.org/aboutlacERS/reports/index.html and <https://www.lafpp.com/about/financial-reports>, respectively. Information set forth on such websites is not incorporated by reference herein. For additional information regarding the Pension Systems, see also Note 5 in the “Notes to the City’s Basic Financial Statements” in the City’s Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2016.

Investors are cautioned that, in considering information on the Pension Systems, including the amount of the UAAL for retirement and other benefits, the funded ratio, the calculations of normal cost, and the resulting amounts of required contributions by the City, this is “forward looking” information. Such “forward looking” information reflects the judgment of the boards of the respective Pension Systems and their respective actuaries as to the value of future benefits over the lives of the currently active employees, vested terminated employees, and existing retired employees and beneficiaries. These judgments are based upon a variety of assumptions, one or more of which may prove to be inaccurate and/or be changed in the future.

On November 8, 2016, Los Angeles voters approved a Charter amendment that enrolls new Airport Peace Officers into LAFPP and allows current officers to voluntarily transfer into LAFPP from LACERS. Officers electing to transfer into LAFPP must each pay the full costs associated with all prior LACERS years of service, so as not to burden the General Fund; according to an independent actuarial analysis, the Airport Department’s annual cost of providing future retirement benefits for current and new officers joining LAFPP will be 14% to 19% higher than if these same officers were with LACERS. The actual annual cost increase will depend on the number of officers joining LAFPP.

Subsequent to the adoption of the Charter Amendment, the City adopted an ordinance providing an enhanced benefit for Airport Peace Officers that remain in LACERS. As a result of the enhanced benefit, the contribution rate to LACERS was recalculated and adopted by the Board on March 14, 2017; the entire portion of the enhanced benefit for Airport Peace Officers will be borne exclusively by the Airports Department.

Los Angeles City Employees' Retirement System ("LACERS")

LACERS, established in 1937 under the Charter, is a contributory plan covering most City employees except uniformed fire and police personnel and employees of the Department of Water and Power. As of June 30, 2017, the date of its most recent actuarial valuation, LACERS had 25,457 active members, 18,805 retired members and beneficiaries, and 7,428 inactive members. The number of retired members was significantly increased, and the number of active members significantly decreased, as a result of the City's Early Retirement Incentive Program in Fiscal Year 2009-10. LACERS is funded pursuant to the Entry Age Cost Method, which is designed to produce stable employer contributions in amounts that increase at the same rate as the employer's payroll (i.e., level percent of payroll).

A number of assumptions are made in calculating the actuarial valuation of retirement benefits. The following are some of the key assumptions used by LACERS' actuary, The Segal Company, in preparing LACERS' actuarial report as of June 30, 2017.

Table 23
LOS ANGELES CITY EMPLOYEES' RETIREMENT SYSTEM
ACTUARIAL ASSUMPTIONS
As of June 30, 2017

Investment rate of return	7.25%
Inflation rate	3.00%
Real across-the-board salary increase (net of inflation)	0.50%
Projected salary increases	Ranges from 3.50% to 10.00%, based on service
Cost of living adjustments for pensioners	3.00% for Tier 1; 2.00% for Tier 3

Source: Los Angeles City Employees' Retirement System Actuarial Valuation and Review of Retirement and Health Benefits as of June 30, 2017.

Over the past several years, LACERS has adopted various changes to its actuarial assumptions, including reducing the assumed investment return from 7.75% to 7.50% in 2014, and further reducing its assumed return to 7.25% in 2016, effective July 1, 2017. These new assumptions were reflected in the June 30, 2017 valuation, which will impact the Fiscal Year 2018-19 contribution, and are projected to increase the City's contribution to that system by \$38 million in Fiscal Year 2018-19 based on current payroll assumptions (in addition to \$44 million already projected in the most recent Budget Outlook).

LACERS' actuary (Segal Consulting) recommended further reducing the assumed investment return to 7.00%, which the LACERS Board is anticipated to reconsider in connection with its actuarial valuation as of June 30, 2018.

LACERS' Board uses a market value corridor of 40%. A "corridor" is used in conjunction with asset smoothing, in order to keep the actuarial value of assets within a certain percentage of the market value of assets. For example, if a system has a 40% corridor, the actuarial value of assets must be between 60% and 140% of the market value of assets. Market losses and gains are recognized under a seven-year asset smoothing period, where only 1/7 of annual market gains or losses are recognized in the actuarial value of assets each year. The remaining gains or losses are spread equally over the next six years.

To limit future fluctuations in asset values due to large unrecognized gains reflecting several years of fairly large annual market gains and losses from a volatile market, the LACERS Board adopted a one-time adjustment, as of June 30, 2014, to its current asset smoothing policy by combining the unrecognized gains and losses of the prior years into one layer and spreading it evenly over six years. As of June 30, 2017, there was a total unrecognized net gain of \$2.6 million. The following table shows the original market gains and losses, and the unrecognized gains and losses as of June 30, 2017.

Table 24
LOS ANGELES CITY EMPLOYEES' RETIREMENT SYSTEM
CALCULATION OF UNRECOGNIZED RETURN DUE TO ASSET SMOOTHING
As of June 30, 2017

<u>Year Ended June 30</u>	<u>Original Market Gain (Loss)</u>	<u>Portion Not Recognized</u>	<u>Amount Not Recognized</u>
2013	\$ (81,571,421)	2/6	\$ (27,190,474) ⁽¹⁾
2014	1,246,285,581	3/7	534,122,392
2015	(707,760,540)	4/7	(404,434,594)
2016	(1,065,023,569)	5/7	(760,731,121)
2017	770,969,472	6/7	660,830,976
Total unrecognized return (loss)			\$ 2,597,179

⁽¹⁾ Valuation as of June 30, 2016 recognizes 1/6 of \$81,571,421 combined net deferred loss as of June 30, 2013, with the balance to be recognized over the next two years.

Source: Los Angeles City Employees' Retirement System Actuarial Valuation and Review of Retirement and Health Benefits as of June 30, 2017.

LACERS amortizes components that contribute to its UAAL over various periods of time, depending on how the unfunded liability arose, layering separate, fixed amortization periods. Under current funding policy, actuarial losses and gains are amortized over fixed 15-year periods. Liabilities or surpluses due to assumption changes are funded or credited over 15 and 20 years for retiree health care benefits and retirement benefits, respectively. Liabilities caused by future early retirement incentives will be funded over five years; other benefit changes will be amortized over 15 years.

The table below shows the actuarial value of the City's liability for retirement benefits (excluding retiree health care and other post-employment benefits), the actuarial value of assets available for retirement benefits, and two indicators of funding progress for LACERS, the funded ratio and the ratio of UAAL to annual payroll.

Table 25
LOS ANGELES CITY EMPLOYEES' RETIREMENT SYSTEM
SCHEDULE OF FUNDING PROGRESS FOR RETIREMENT BENEFITS
ACTUARIAL VALUE BASIS
(\$ in thousands)⁽¹⁾

Actuarial Valuation As of June 30	Actuarial Value of Assets	Actuarial Accrued Liability (AAL)	Unfunded AAL ⁽²⁾	Funded Ratio ⁽³⁾	Covered Payroll ⁽⁴⁾	Unfunded AAL as a Percentage Of Covered Payroll ⁽⁵⁾
2008	\$ 9,438,318	\$11,186,404	\$1,748,085	84.4%	\$1,977,645	88.4%
2009	9,577,747	12,041,984	2,464,237	79.5	1,816,171	135.7
2010	9,554,027	12,595,025	3,040,998	75.9	1,817,662	167.3
2011	9,691,011	13,391,704	3,700,693	72.4	1,833,392	201.9
2012	9,934,959	14,393,959	4,458,999	69.0	1,819,270	245.1
2013	10,223,961	14,881,663	4,657,702	68.7	1,846,970	252.2
2014	10,944,751	16,248,853	5,304,103	67.4	1,898,064	279.5
2015	11,727,161	16,909,996	5,182,835	69.4	1,907,665	271.7
2016	12,439,250	17,424,996	4,985,746	71.4	1,968,703	253.3
2017	13,178,334	18,458,188	5,279,851	71.4	2,062,316	256.0

⁽¹⁾ Table includes funding for retirement benefits only. Other Post-Employment Benefits (OPEB) are not included.

⁽²⁾ Actuarial Accrued Liability minus Actuarial Value of Assets, commonly referred to as UAAL. Positive numbers represent a funded ratio less than 100%.

⁽³⁾ Actuarial value of assets divided by Actuarial Accrued Liability.

⁽⁴⁾ Annual payroll for members of LACERS.

⁽⁵⁾ UAAL divided by covered payroll.

Source: Los Angeles City Employees' Retirement System Actuarial Valuation and Review of Retirement and Health Benefits as of June 30, 2017.

The actuarial value of assets is different from the market value of assets as gains and losses are smoothed over a number of years. The following table shows the funding progress of LACERS based on the market value of the portion of system assets allocated to retirement benefits.

Table 26
LOS ANGELES CITY EMPLOYEES' RETIREMENT SYSTEM
SCHEDULE OF FUNDING PROGRESS FOR RETIREMENT BENEFITS
MARKET VALUE BASIS
(\$ in thousands)⁽¹⁾

<u>Actuarial Valuation As of June 30</u>	<u>Market Value of Assets</u>	<u>Actuarial Accrued Liability (AAL)</u>	<u>Unfunded Liability⁽²⁾</u>	<u>Funded Ratio (Market Value)⁽³⁾</u>	<u>Covered Payroll⁽⁴⁾</u>	<u>Unfunded Liability as a Percentage Of Covered Payroll (Market Value)⁽⁵⁾</u>
2008	\$9,059,551	\$11,186,404	\$2,126,853	81.0%	\$1,977,645	107.5%
2009	7,122,911	12,041,984	4,919,073	59.2	1,816,171	270.9
2010	7,804,223	12,595,025	4,790,802	62.0	1,817,662	263.6
2011	9,186,697	13,391,704	4,205,007	68.6	1,833,392	229.4
2012	9,058,839	14,393,959	5,335,120	62.9	1,819,270	293.3
2013	10,154,486	14,881,663	4,727,177	68.2	1,736,113	272.3
2014	11,791,079	16,248,853	4,457,774	72.6	1,802,931	247.3
2015	11,920,570	16,909,996	4,989,426	70.5	1,835,637	271.8
2016	11,809,329	17,424,996	5,615,667	67.8	1,968,703	285.2
2017	13,180,516	18,458,188	5,277,672	71.4	2,062,316	256.0

⁽¹⁾ Table includes funding for retirement benefits only. Other Post-Employment Benefits (OPEB) are not included.

⁽²⁾ Actuarial Accrued Liability minus Market Value of Assets. Positive numbers represent a funded ratio less than 100%.

⁽³⁾ Market value of assets divided by actuarial accrued liability.

⁽⁴⁾ Annual payroll for members of LACERS.

⁽⁵⁾ Unfunded liability divided by covered payroll.

Source: Calculated based on data from Los Angeles City Employees' Retirement System Actuarial Valuation reports.

The table below summarizes the City's payments to LACERS over the past five years, including the budgeted payment for Fiscal Year 2017-18. This table includes costs for retirement, as well as for retiree health care (see **"BUDGET AND FINANCIAL OPERATIONS —Other Post-Employment Benefits"**), and other miscellaneous benefits.

Table 27
LOS ANGELES CITY EMPLOYEES' RETIREMENT SYSTEM
SOURCES AND USES OF CONTRIBUTIONS
(\$ in thousands)⁽¹⁾

	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>Adopted Budget 2017-18</u>
Sources of Contributions					
Contributions for Council-controlled Departments	\$367,772	\$411,509	\$434,639	\$459,400	\$450,813
Airport, Harbor Departments, LACERS, LAFPP	<u>83,759</u>	<u>94,209</u>	<u>103,120</u>	<u>106,766</u>	<u>102,214</u>
Total	\$451,531	\$505,718	\$537,759	\$566,166	\$553,027
Percent of payroll – Tier 1	25.33%	26.56%	28.75%	28.16%	27.22%
Percent of payroll – Tier 2	18.32%	19.63%	26.42%		
Percent of payroll – Tier 3				24.96%	24.64%
Uses of Contributions					
Current Service Liability (Normal cost)	\$185,217	\$193,769	\$190,777	\$206,982	\$214,403
UAAL	265,081	305,891	363,929	366,172	359,542
Adjustments ⁽²⁾	<u>1,233</u>	<u>6,058</u>	<u>(16,947)⁽⁴⁾</u>	<u>(6,988)⁽⁵⁾</u>	<u>(20,918)⁽⁶⁾</u>
Total	\$451,531	\$505,718	\$537,759	\$566,166	\$553,027
⁽¹⁾ Includes funding for OPEB. ⁽²⁾ Includes the excess benefit plan, the family death benefit plan, and the limited term plan fund. Beginning with the 2014-15 payment, the true-up obligation for the prior year is also reflected in this line item. ⁽³⁾ Payment for a 2013-14 true-up in the amount of \$5,191,511 (all agencies) was made in 2014-15. ⁽⁴⁾ Adjustments for 2015-16 include the 2014-15 true-up which consists of an \$18,052,498 credit (all agencies), which is partially offset by \$1,105,000 in excess benefit, family death and limited term plan costs. ⁽⁵⁾ Adjustments for 2016-17 include the 2015-16 true-up, which consists of a \$24,031,072 credit (all agencies) and which is partially offset by a \$15,854,076 one-time lump sum payment for the retroactive upgrade of past Tier 2 members to Tier 1, and \$1,189,000 in excess benefit, family death and limited term plan costs. ⁽⁶⁾ Adjustments for 2017-18 include the 2016-17 true-up which consists of a \$22,341,265 credit (all agencies) and \$1,423,000 in excess benefit family death, and limited term plan costs. The entire portion of the City's contribution attributed to the enhanced benefit for the Airport Peace Officers who remain in LACERS will be borne exclusively by the Airports Department. As a result, the final contribution obligation for all agencies has been adjusted accordingly					

Source: City of Los Angeles, Office of the City Administrative Officer.

In 2012, the City Council adopted a new civilian retirement tier ("Tier 2"), which applied to all employees hired on or after July 1, 2013. Subsequently, as part of an agreement with the Coalition of Los Angeles City Unions, both the City and the Coalition agreed to transfer all Tier 2 employees into Tier 1 effective February 21, 2016. Any new employee hired into a position eligible for LACERS members on or after February 21, 2016 will, unless eligible for Tier 1 membership under specific exemptions, be enrolled in a new "Tier 3".

The following table includes a summary of the major plan design changes from Tier 1 to Tier 3.

Table 28
COMPARISON OF LACERS TIER I AND TIER III PLAN DESIGNS

<u>Plan Feature</u>	<u>Tier I</u>	<u>Tier III</u>
Normal Retirement (Age / Years of Service (“YOS”))	60 / 10 70 / Any	63 / 30 60 / 10
Early, Unreduced Retirement Eligibility	55 / 30	55 / 30
Normal and Early, Unreduced Benefit Factor	2.16%	1.5% @ 60 / 10 2.0% @ 60 / 30 2.0% @ 55 / 30 2.1% @ 63 / 30
Compensation Used to Determine Retirement Allowance	Highest consecutive 12 months, including most bonuses	Last 36 months prior to retirement, including most MOU bonuses
Maximum Benefit	100%	80%
Employee Contribution Base	6%	7%
Early Retirement Incentive Program Employee Contribution	1% Until 2026 or when ERIP debt is paid, whichever is sooner	N/A
Other Post-Employment Benefits (OPEB), e.g., retiree healthcare Employee Contribution	4%	4%
Maximum Annual COLA	3%	2%
COLA Bank	Yes	No
Survivor Continuance	50%	50%
Death Benefit	\$2,500	\$2,500
Retiree Health Subsidy	Eligible at 55 / 10 Subsidy two-party Kaiser rate Vesting 40% at 10 Years of Service (YOS), 100% at 25 YOS	Eligible at 55 / 10 Subsidy two-party Kaiser rate Vesting 40% at 10 YOS, 100% at 25 YOS
Disability Retirement	More than 5 YOS Maximum 1.43% per YOS and 33% of final compensation Less than 5 YOS, return contributions	More than 5 YOS Maximum 1.43% per YOS and 33% of final compensation Less than 5 YOS, return contributions
Government Service Buyback	Member contribution	Full actuarial cost, maternity and military leave time exempted

Source: City of Los Angeles, Office of the City Administrative Officer

The following table sets forth LACERS' investments and asset allocation targets.

Table 29
LOS ANGELES CITY EMPLOYEES' RETIREMENT SYSTEM
ASSET CLASS MARKET VALUE AND ALLOCATION
(\$ in million)
As of June 30, 2017

<u>Asset Class</u>	<u>Market Value</u>	<u>Market Value to Total Fund (%)</u>	<u>Target (%)</u>
U.S. Equity	\$ 4,116	26.2%	24.0%
Non-U.S. Equity	4,910	31.3	29.0
Fixed Income Securities	2,738	17.4	19.0
Credit Opportunities	778	5.0	5.0
Real Assets	1,502	9.7	10.0
Private Equity	1,578	10.0	12.0
Cash	64	0.4	1.0
Total Portfolio	\$15,709	100.0%	100.0%

Source: LACERS Portfolio Performance Review for the Quarter Ending June 20, 2017.

Fire and Police Pension Plan ("LAFPP")

The LAFPP, established in 1899 and incorporated into the Charter in 1923, represents contributory plans covering uniformed fire, police, Department of Harbor police and some Department of Airport police. As of June 30, 2017, the date of its most recent actuarial valuation, the LAFPP had 13,327 active members, 12,8369 retired members and beneficiaries, and 374 vested former members. The LAFPP is funded pursuant to the Entry Age Cost Method, which is designed to produce stable employer contributions in amounts that increase at the same rate as the employer's payroll (i.e., level percent of payroll).

Within the LAFPP, there is a Deferred Retirement Option Plan ("DROP"). This voluntary plan allows members to retire, for pension purposes only, after they are eligible to retire and have completed at least 25 years of service. A member entering DROP continues to work and receive salary and benefits as an active employee, but stops accruing additional salary and service credits for retirement purposes. While in DROP, the member's retirement benefit is deposited into an interest-bearing account that is distributed to the member when he or she leaves City service. Participation in DROP is limited to a maximum of five years. As of June 30, 2017, 1,303 active members participated in DROP.

Six tiers of benefits are provided, depending on the date of the member's hiring. For Tier 1, any UAAL is amortized over a fixed term ending on June 30, 2037. For Tiers 2, 3, and 4, level percent of payroll amortization with multiple layers is used as a percent of total valuation payroll from the respective employer (i.e., City or Harbor Port Police). For Tiers 5 and 6, level percent of payroll with multiple layers is used as a percent of combined payroll for these tiers from the respective employer. A Charter amendment adopted by City voters on March 8, 2011 provided the LAFPP Board with greater flexibility to establish amortization policies. Under the LAFPP Board's current actuarial funding policy, actuarial gains or losses are amortized over 20 years; changes in actuarial assumptions and cost methods are amortized over 20 years; plan amendments are amortized over 15 years; and actuarial funding surpluses are amortized over 30 years. That same Charter amendment created a new tier of retirement benefits (Tier 6) for sworn employees hired after July 1, 2011.

A number of assumptions are made in calculating the actuarial valuation of retirement benefits. The following are some of the key assumptions used by the LAFPP actuary, The Segal Company, in preparing LAFPP's actuarial report.

Table 30
LOS ANGELES FIRE AND POLICE PENSION PLAN
Actuarial Assumptions
As of June 30, 2017

Investment rate of return	7.25%
Inflation rate	3.00%
Real across-the-board salary increase (net of inflation)	0.50%
Projected salary increases	Ranges from 4.30% to 12.00% based on service
Cost of living adjustments (pensioners)	Based on changes to the Los Angeles area consumer price index. Capped at 3% a year for Tiers 3, 4, 5 and 6, with excess banked for Tiers 5 and 6.

Source: LAFPP Actuarial Valuation and Review of Pension and Other Postemployment Benefits (OPEB) as of June 30, 2017.

The LAFPP Board adopted a new triennial experience study on June 1, 2017, which adjusted both economic and demographic assumptions, including a reduction in the assumed rate of investment return from 7.50% to 7.25%. These new assumptions were reflected in the June 30, 2017 valuation, which will impact the Fiscal Year 2018-19 contribution, and are projected to increase the City's contribution to that system by \$84 million in Fiscal Year 2018-19 based on current payroll assumptions (in addition to a \$4 million increase already forecast for that year in the City's most recent budget outlook).

Similar to LACERS, LAFPP has adopted various asset smoothing methods. Generally, market gains or losses are recognized over seven years, so that approximately 1/7 of market losses or gains are recognized each year in the actuarial valuation. Effective July 1, 2008, LAFPP adopted a 40% market corridor, so that the actuarial value of assets must be between 60% and 140% of the market value of assets. If the actuarial value falls below 60% or rises above 140% of market value, the system must recognize the excess returns or losses, respectively, in that year without smoothing. Based on its actuary's recommendation, the LAFPP also adopted an ad hoc adjustment, effective July 1, 2013, combining deferred gain and loss layers representing a net deferred investment gain of \$77.3 million as of June 30, 2013 into a single six-year smoothing layer in to order to reduce year-to-year contribution rate volatility, similar to the adjustment adopted by LACERS.

Table 31
LOS ANGELES FIRE AND POLICE PENSION PLAN
CALCULATION OF UNRECOGNIZED RETURN DUE TO ASSET SMOOTHING
As of June 30, 2017

Market value of assets (for Retirement and Health Subsidy Benefits)				\$20,662,406,596
	<u>Original Market</u>	<u>Portion Not</u>	<u>Amount Not</u>	
	<u>Gain (Loss)</u>	<u>Recognized</u>	<u>Recognized</u>	
Calculation of unrecognized return ⁽¹⁾				
Year ended June 30, 2017	\$1,050,034,903	6/7	\$900,029,917	
Year ended June 30, 2016	(1,240,953,883)	5/7	(886,395,631)	
Year ended June 30, 2015	(643,447,599)	4/7	(367,684,342)	
Year ended June 30, 2014	1,571,818,656	3/6	673,636,567	
Combined Net Deferred Gain as of June 30, 2013 ⁽²⁾	77,259,408	2/6	<u>25,753,136</u>	
Total unrecognized return (loss)				345,339,647
Final actuarial value of assets:				<u>\$20,317,066,949</u>
Actuarial value as a percentage of market value:				98.3%
Market value of retirement assets				\$ 18,996,721,329
Valuation value of retirement assets:				\$ 18,679,220,993
Deferred return recognized in each of the next 6 years (for Retirement and Health Subsidy Benefits)				
Amount recognized on June 30, 2018				\$118,226,864
Amount recognized on June 30, 2019				118,226,864
Amount recognized on June 30, 2020				105,350,297
Amount recognized on June 30, 2021				(119,195,224)
Amount recognized on June 30, 2022				(27,274,141)
Amount recognized on June 30, 2023				<u>150,004,987</u>
Subtotal				\$345,339,647
⁽¹⁾ Total return minus expected return on a market value basis. Effective with the calculation for period ended June 30, 2015, both actual and expected returns on market value have been adjusted to exclude administrative expense paid during the plan year.				
⁽²⁾ Net deferred unrecognized investment gains as of June 30, 2013 have been combined into a single layer to be recognized over the six-year period effective July 1, 2013.				

Source: LAFPP Actuarial Valuation and Review of Pension and Other Post-Employment Benefits (OPEB) as of June 30, 2017.

The table below shows the actuarial value of the City's liability for retirement benefits (excluding retiree health care and other post-employment benefits), the actuarial value of assets available for retirement benefits, and two indicators of funding progress for LAFPP, the funded ratio and the ratio of UAAL to annual payroll.

Table 32
LOS ANGELES FIRE AND POLICE PENSION PLAN
SCHEDULE OF FUNDING PROGRESS FOR RETIREMENT BENEFITS
ACTUARIAL VALUE BASIS
(\$ in thousands) ⁽¹⁾

<u>Actuarial Valuation As of June 30</u>	<u>Actuarial Value of Assets</u>	<u>Actuarial Accrued Liability (AAL)</u>	<u>Unfunded AAL ⁽²⁾</u>	<u>Funded Ratio ⁽³⁾</u>	<u>Covered Payroll ⁽⁴⁾</u>	<u>Unfunded AAL as a Percentage Of Covered Payroll ⁽⁵⁾</u>
2008	\$14,153,296	\$14,279,116	\$ 125,820	99.1%	\$1,206,589	10.4%
2009	14,256,611	14,817,146	560,535	96.2	1,357,249	41.3
2010	14,219,581	15,520,625	1,301,044	91.6	1,356,986	95.9
2011	14,337,669	16,616,476	2,278,807	86.3	1,343,963	169.6
2012	14,251,913	17,030,833	2,778,920	83.7	1,341,914	207.1
2013	14,657,713	17,632,425	2,974,712	83.1	1,367,237	217.6
2014	15,678,480	18,114,229	2,435,749	86.6	1,402,715	173.6
2015	16,770,060	18,337,507	1,567,447	91.5	1,405,171	111.5
2016	17,645,338	18,798,510	1,153,172	93.9	1,400,808	82.3
2017	18,679,221	20,411,024	1,731,803	91.5	1,475,539	117.4

⁽¹⁾ Table includes funding for retirement benefits only. Other post-employment benefits not included.

⁽²⁾ Actuarial Accrued Liability minus Actuarial Value of Assets, commonly referred to as UAAL. Positive numbers represent an actuarial deficit.

⁽³⁾ Actuarial value of assets divided by actuarial accrued liability.

⁽⁴⁾ Annual payroll against which UAAL amortized.

⁽⁵⁾ UAAL divided by covered payroll.

Source: The Fire and Police Pension System Actuarial Valuations.

The following table shows the funding progress of LAFPP based on the market value of the portion of system assets allocated to retirement benefits.

Table 33
LOS ANGELES FIRE AND POLICE PENSION PLAN
SCHEDULE OF FUNDING PROGRESS FOR RETIREMENT BENEFITS
MARKET VALUE BASIS
(\$ in thousands) ⁽¹⁾

Actuarial Valuation As of June 30	Market Value of Assets	Actuarial Accrued Liability (AAL)	Unfunded (Overfunded) Liability ⁽²⁾	Funded Ratio (Market Value) ⁽³⁾	Covered Payroll ⁽⁴⁾	Unfunded Liability as a Percentage Of Covered Payroll (Market Value) ⁽⁵⁾
2008	\$13,622,037	\$14,279,116	\$657,079	95.4%	\$1,206,589	54.5%
2009	10,379,786	14,817,146	4,437,360	70.1	1,357,249	326.9
2010	11,535,936	15,520,625	3,984,688	74.3	1,356,986	293.6
2011	13,564,904	16,616,476	3,051,572	81.6	1,343,963	227.1
2012	13,268,687	17,030,833	3,762,146	77.9	1,341,914	280.4
2013	14,729,976	17,632,425	2,902,449	83.5	1,367,237	212.3
2014	16,989,705	18,114,229	1,124,525	93.8	1,402,715	80.2
2015	17,346,554	18,337,507	990,953	94.6	1,405,171	70.5
2016	17,104,276	18,798,510	1,694,234	91.0	1,400,808	120.9
2017	18,996,721	20,411,024	1,414,303	93.1	1,475,593	95.8

⁽¹⁾ Table includes funding for retirement benefits only. Other post-employment benefits not included.

⁽²⁾ Actuarial Accrued Liability minus Market Value of Assets. Positive numbers represent a deficit.

⁽³⁾ Market value of assets divided by actuarial accrued liability.

⁽⁴⁾ Annual payroll against which liability is amortized.

⁽⁵⁾ UAAL divided by covered payroll.

Source: Calculated based on data from the Fire and Police Pension System Actuarial Valuations.

The table below summarizes the General Fund's payments to LAFPP over the past five fiscal years. This table includes costs for retirement, retiree health care (see **"BUDGET AND FINANCIAL OPERATIONS — Other Post-Employment Benefits"**), and other miscellaneous benefits.

Table 34
LOS ANGELES FIRE AND POLICE PENSION PLAN
SOURCES AND USES OF CONTRIBUTIONS
(\$ in thousands)

	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>Adopted Budget 2017-18</u>
General Fund	\$575,941	\$624,974	\$623,415	\$616,235	\$634,905
Percent of payroll	44.40%	47.94%	46.51%	44.54%	44.26%
Current Service Liability	\$302,040	\$306,625	\$306,841	\$319,458	\$332,409
UAAL/(Surplus)	273,901	318,349	303,580	283,355	288,567
Administrative Costs ⁽¹⁾⁽²⁾	-	-	12,994	13,422	13,929
Total	<u>\$575,941</u>	<u>\$624,974</u>	<u>\$623,415</u>	<u>\$616,235</u>	<u>\$634,905</u>

⁽¹⁾ Beginning in 2015-16, administrative expenses are separately identified in the contribution rate in conjunction with Governmental Accounting Standards Board (GASB 67) reporting. These costs are inclusive of Health and Pension administrative costs.

⁽²⁾ Excess Benefit Plan costs are now credited as part of the Annual Required Contribution (i.e., the costs are included in the contribution rate).

Source: City of Los Angeles, Office of the City Administrative Officer.

The following table sets forth the LAFPP's investments and asset allocation targets as of September 30, 2017.

Table 35
LOS ANGELES FIRE AND POLICE PENSION PLAN
ASSET CLASS BY MARKET VALUE AND ALLOCATION
(\$ in millions)
As of September 30, 2017

	<u>Market Value</u>	<u>Percent Allocation</u>	<u>Target (%)</u>
Domestic Large Cap Equity	\$ 5,533.4	25.45%	23.0%
Domestic Small Cap Equity	1,489.9	6.85	6.0
International Developed Markets	3,578.8	16.46	16.0
International Emerging Markets	950.2	4.37	5.0
Domestic Bonds	3,327.6	15.30	17.0
High Yield Bonds	533.5	2.45	3.0
Unconstrained Fixed Income	423.0	1.95	2.0
Real Estate	2,007.6	9.23	10.0
Private Equity	1,921.9	8.84	12.0
Commodities	902.2	4.15	5.0
Cash House Accounts	<u>1,073.8</u>	<u>4.94</u>	<u>1.0</u>
Total	\$21,741.8	100.00%	100.0%

Source: Los Angeles Fire and Police Pension Plan September 30, 2017 Total Portfolio Report.

Other Post-Employment Benefits

Retired members and surviving spouses and domestic partners of LACERS and LAFPP members are eligible for certain subsidies toward their costs of medical insurance and other benefits. These benefits are paid by the respective retirement system. These retiree health benefits are accounted for as “Other Post-Employment Benefits” (“OPEB”).

The City began making payments to its Pension Systems to pre-fund its OPEB obligations in Fiscal Year 1989-90, in an amount then determined by the Pension Systems and their actuaries. The calculations of OPEB funding requirements are made by the same actuaries that perform the analysis of the Pension Systems’ retirement benefits, and generally rely on the same actuarial assumptions, other than those assumptions such as medical inflation specific to OPEB.

As of June 30, 2017, the unfunded healthcare benefits liabilities of LACERS and the LAFPP are as follows:

Table 36
LOS ANGELES CITY EMPLOYEE’S RETIREMENT SYSTEM
SCHEDULE OF FUNDING PROGRESS FOR OTHER POST-EMPLOYMENT BENEFITS
(\$ in thousands)

<u>Actuarial Valuation As of June 30</u>	<u>Actuarial Value of Assets</u>	<u>Actuarial Accrued Liability (AAL)</u>	<u>Unfunded AAL⁽¹⁾</u>	<u>Funded Ratio⁽²⁾</u>	<u>Covered Payroll⁽³⁾</u>	<u>Unfunded AAL as a Percentage of Covered Payroll⁽⁴⁾</u>
2008	\$1,342,920	\$1,928,043	\$585,123	69.7%	\$1,977,645	29.6%
2009	1,342,497	2,058,177	715,680	65.2	1,816,171	39.4
2010	1,425,726	2,233,874	808,148	63.8	1,817,662	44.5
2011	1,546,884	1,968,708	421,824	78.6	1,833,392	23.0
2012	1,642,374	2,292,400	650,027	71.6	1,819,270	35.7
2013	1,734,733	2,412,484	677,751	71.9	1,846,970	36.7
2014	1,941,225	2,662,853	721,628	72.9	1,898,064	38.0
2015	2,108,925	2,646,989	538,065	79.7	1,907,665	28.2
2016	2,248,753	2,793,689	544,935	80.5	1,968,703	27.7
2017	2,438,458	3,005,806	567,348	81.1	2,062,316	27.5

(1) Actuarial Accrued Liability minus Actuarial Value of Assets, commonly referred to as UAAL. Positive numbers represent an actuarial deficit.

(2) Actuarial value of assets divided by Actuarial Accrued Liability.

(3) Annual payroll against which UAAL amortized.

(4) UAAL divided by covered payroll.

Source: The City of Los Angeles City Employees’ Retirement System Actuarial Valuations.

Table 37
OTHER POST-EMPLOYMENT BENEFITS
FIRE AND POLICE PENSION PLAN
(\$ in thousands)

Actuarial Valuation As of June 30	Actuarial Value of Assets	Actuarial Accrued Liability (AAL)	Unfunded AAL ⁽¹⁾	Funded Ratio ⁽²⁾	Covered Payroll ⁽³⁾	Unfunded AAL as a Percentage of Covered Payroll ⁽⁴⁾
2008	\$ 767,647	\$1,836,840	\$1,069,193	41.8%	\$1,206,589	88.6%
2009	809,677	2,038,659	1,228,982	39.7	1,357,249	90.5
2010	817,276	2,537,825	1,720,549	32.2	1,356,986	126.8
2011	882,890	2,557,607	1,674,717	34.5	1,343,963	124.6
2012	927,362	2,499,289	1,571,927	37.1	1,341,914	117.1
2013	1,013,400	2,633,793	1,620,393	38.5	1,367,237	118.5
2014	1,200,874	2,783,283	1,582,409	43.1	1,402,715	112.8
2015	1,344,333	2,962,703	1,618,370	45.4	1,405,171	115.2
2016	1,480,810	3,079,670	1,598,860	48.1	1,400,808	114.1
2017	1,637,846	3,322,746	1,684,900	49.3	1,475,539	114.2

(1) Actuarial Accrued Liability minus Actuarial Value of Assets, commonly referred to as UAAL. Positive numbers represent an actuarial deficit.

(2) Actuarial value of assets divided by actuarial accrued liability.

(3) Annual payroll against which UAAL amortized.

(4) UAAL divided by covered payroll.

Source: The Fire and Police Pension Plan System Actuarial Valuations.

Historically, plan members did not contribute towards healthcare subsidy benefits; all such costs were funded from the employer's contribution and investment returns thereon. The City negotiated bargaining agreements that require a 4% active employee contribution toward retiree healthcare for its entire civilian workforce and the option of a 2% active employee contribution toward retiree healthcare for its sworn workforce hired before July 1, 2011. Sworn employees hired after July 1, 2011, are members of Tier 6 which requires a 2% contribution toward retiree healthcare. Employees who contribute to retiree healthcare benefits are vested in future subsidy increases authorized by the retirement boards. For those sworn employees that opted not to make an additional contribution toward retiree healthcare, their retiree health subsidy has been frozen and cannot surpass the maximum subsidy level in effect as of July 1, 2011.

Two lawsuits are pending challenging the City's actions relative to freezing OPEB benefits for sworn employees. See "LITIGATION".

Projected Retirement and Other Post-Employment Benefit Expenditures

Typically, the City presents projections of its General Fund contributions to its Pension Systems in the City's Appendix A to its official statements. These projections are developed in connection with the City's adopted budget. With the recent changes in actuarial assumptions described above, most significantly the reduction in the assumed rate of investment earnings, the prior projections are now outdated. As a result, such projections are omitted from this Appendix.

LITIGATION

The City is routinely a party to a variety of pending and threatened lawsuits and administrative proceedings that may affect the General Fund of the City. The following list of certain newly completed, pending or threatened litigation matters involving the City was prepared by the Office of the City Attorney. For all pending or threatened litigation matters and administrative proceedings not listed below, the City believes, based on current facts and circumstances, that a final determination of such matters, either individually or in the aggregate, should not materially affect the General Fund's financial position. Certain litigation or administrative proceedings discussed

below, if determined in a final and conclusive manner adverse to the City, may, individually or in the aggregate, materially affect the General Fund's financial position.

THE FOLLOWING LIST HAS BEEN TRUNCATED FROM MATERIALS PROVIDED BY THE CITY TO ONLY INCLUDE LITIGATION ADDRESSED IN AND RELATING TO THE FOREGOING EXCERPTS.

1. *Los Angeles Police Protective League and United Firefighters of Los Angeles City v. Board of Fire and Police Pension Commissioners v. City of Los Angeles.* In this case plaintiffs seek a judgment declaring that their letter of agreement with the City requires the Retirement Board to increase the retirees' medical subsidy by the maximum amount allowable per year under the Administrative Code. The City prevailed on a demurrer, but the Court of Appeal reversed and issued a remitter, sending the case back to the trial court to resolve disputed factual issues. A bench trial occurred from September 26 to September 28, 2016. Following the bench trial, the court issued a tentative decision in favor of the plaintiffs. In November 2016, upon remand, the trial court ruled in favor of the plaintiffs' claim with respect to the medical subsidy. The City is appealing the ruling. In the event the trial court's ruling is affirmed by the appeals court, regardless of its appeal options, the City does not expect that such ruling would have a negative financial impact on the City based on current projections because the Retirement Board's actuaries already determine the City's contribution rate based on the highest possible increase in the subsidy for retirees. However, the Retirement Board would lose the flexibility moving forward to increase the retiree's medical subsidy by an amount less than the maximum amount allowable per year under the Administrative Code. The City is currently unable to determine what impact that could have in future years. The plaintiffs also sought a rescission claim to stop contributing to LAFPP, but subsequently dropped such claim.
2. On August 10, 2017, LAPPL filed an additional lawsuit against the LAFPP and the City in Los Angeles Superior Court. The complaint alleges that the LAFPP did not raise the retiree subsidy by the maximum amount of 7% for the fiscal year beginning July 1, 2017. The court has stayed the case pending the outcome of the above case currently on appeal.

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